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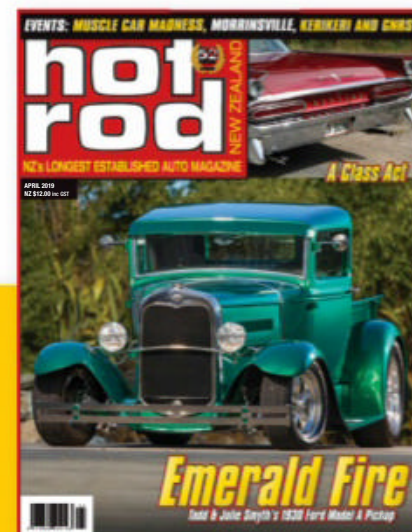
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COVER:

Todd & Julie Smyth's 1930 Ford Model A pickup.
Photo by Alastair Ritchie.

Kevin & Jude Baird's 1959 Pontiac Bonneville Vista.
Photo by Craig Stare.



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Guest EDITORIAL

Sign me up

...I'VE had a gutsful...They're out to get us!" I answered the phone call, and those were the opening words of the conversation. No "hello" or "how are you..." The caller is a world famous (literally) hot rod builder. He had not long read the SIVANZ letter published in the March issue of NZV8* about the number of business advisory groups talking to government about climate change initiatives (pushing EV's) and the potential that special interest vehicle (SIV) owners may be denied, or have restricted, access to fossil fuels in the future. He then read another article in the March issue of Classic Car magazine about the growing number of people (operating in political circles) ramping up discussions on the "unsafe" aged fleet and how the author was trying to get accident statistics from NZTA** to counter the argument. Then, a perfect storm. On the TV3 news on Monday 25 Feb, an electricity reseller was being interviewed and was lamenting the slow uptake of EV's and that to achieve the government's target of 64,000 EV's *** on the road by 2021 they needed bold initiatives. His view was that we could get 100,000 EVs on the road by 2021. To achieve that we should be taxing big petrol engines and diesels' more. (the words used were to "subsidise" the uptake of EV's)

No wonder the caller had had a guts full! The number of self-serving business groups promoting their products and services at the expense of fossil fuel(s) based industries and economy is growing, fast.

The discussion with the business owner reinforced the passion of men and women in the SIV business world have for their businesses and the industry as a whole. It also reinforced that unless we have a strong industry group, each individual business owner is left to manage direct change alone, and, they also have to foresee and mitigate changes that affect SIV owners (their customers) to determine how their business may be affected. As changes affect SIV owners, so too will they affect SIVMAS businesses.

SIVMAS is the industry forum for those businesses manufacturing or supplying components and services to the SIV fraternity. These businesses are specific to us; they are unique. It has been said that SIV businesses could be making a \$3-4Bn contribution to the NZ economy each year. How do we know that for sure? If we had to, how would we prove that and demonstrate the significance of the industry to the NZ economy? How many men and women does the industry employ? How many are in any sort of formal industry training? Are ITO's matching training needs to our skills requirements? What innovations are developed out of SIV businesses?

Currently, very little data is available on the SIV industry; therefore we can't promote and celebrate all the good work that is being done and the contributions being made to the NZ economy in any public forum. Nor do we understand what the common problems are that we may be able to tackle together to keep the industry healthy and vibrant.

The government's Productivity Commission report last year on a Low Emission Economy, described businesses in and around the fossil fuel industry as "dirty businesses". That term should spark a reaction in every SIV based business owner. If that is how your SIV business was described in 2018, can you imagine what term might be used in 2020 as we head towards our first general election where climate change will be at its heart?

There are currently six government departments working on initiatives around climate change and or a low emissions economy. The government has just announced another \$11m of taxpayer funds as a boost to the EV industry. There are some surprising uses for the funds. Business owners in the EV industry can apply for funds to offset start-up costs to sell and promote EV related products and services. One business has received \$350,000 to buy two EV trucks to hire back to the freight transport industry, and several have received substantial funding to set up EV charging stations. How many SIV businesses get government funding to offset new equipment purchases to improve or expand their businesses or to start a new one?

Interestingly, a recent survey of drivers indicated that 34% of them were thinking

about purchasing an EV. 49% indicated that they had no intention of purchasing one. The remaining 17% are silent.

The results seem at odds in consideration of the millions of taxpayer dollars being invested into EV businesses and EV promotion for such a small proportion of the driving population owning, or leaning towards owning, an EV. In our view, the needs of nearly half of the driving population are being ignored. The rub is that this majority group will continue to subsidise the EV uptake and required industry infrastructure through taxation.

SIVMAS is not decrying the EV industry or any initiative that improves the economy and wellbeing of New Zealanders. EV's are an important and valid component for getting to a cleaner and emissions appropriate balance. What we are concerned about is the inequitable treatment of business categories (govt. funding for EV businesses vs nothing for SIV businesses) and the language that politicians and newly formed advisory groups are using to promote their political agendas and businesses. The repeated inference that the aged fleet is unsafe and businesses that support the aged fleet are "dirty" in some way is not acceptable.

The issue for SIV businesses and SIV owners is that this negative persuasion is not being countered by anyone and we fear it will be a term which sticks. The politicians and business groups are getting significant air time on TV and radio and various publications extolling the virtues of EV's. Expect this rhetoric to get to fever pitch over the next 18 months. Where is the SIVMAS story?

SIVMAS is to embark on a membership drive campaign over the next few months. We appreciate that SIVMAS is not going to fit everyone.

The objective of the campaign is to promote membership growth in SIVMAS and start gathering industry information to confirm the actual size and contribution SIV businesses make to the NZ economy.

Not all businesses we reach out to will see the value in SIVMAS, but we hope that they still contribute to the

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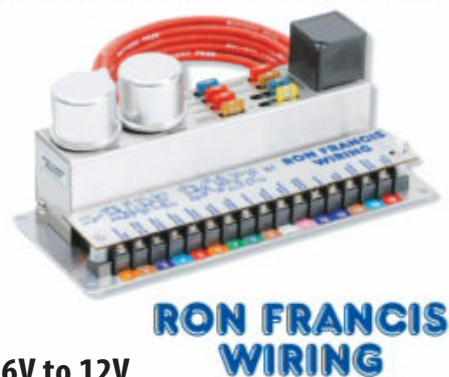
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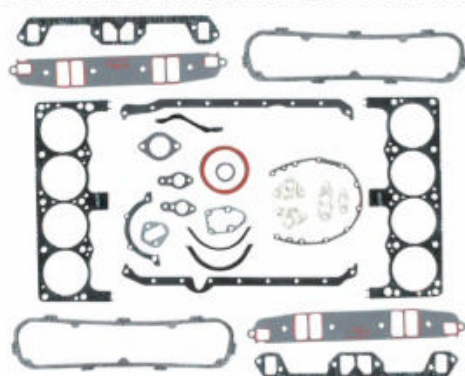
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Box 573 Orewa LETTERS

Hot Rod Health

HI PAUL. I must say NZHRM is in good shape with you and your team producing a world-class hot rod mag. It is with still a heavy heart that I write again to NZHRM to warn other hot rodders of the danger of asbestos dust which caused the untimely death of my best mate Scotty. (The Ultimate Westie – See Flying Farewell in March issue) He was diagnosed with lung cancer caused by exposure to asbestos dust. His exposure came from blowing dust out from brake drums and clutches. Probably from his days at Railside Wreckers in Henderson. But as there is NO minimum exposure to asbestos dust, who knows for sure? He and most likely all of us hot rodders and classic car guys and gals with our older cars have been exposed to this horrible stuff which used asbestos in brake and clutch components. Nowadays our replacement parts are supposed to be Asbestos Free, but we have to still remove and handle the original Asbestos products from our older cars. So, as a safety precaution we must wear a good dust mask, and don't blow the dust out, wash it out with water or brake clean and catch it in rags or similar then dispose of it in the trash can. Don't burn the rags because the Asbestos will get you another day as it does not burn. Asbestos dust is not like other specks of dust which can be coughed up. All dusts and smoke are bad for your lungs, and as we were not fitted with an air filter at birth, we are in trouble. So we must be careful. Would you run your new reconditioned engine in a dusty place without an air cleaner. "no bloody way mate" so let's be careful and try and outlive our new engines. All the best. Tye Lishman.

Spilled My Drink

HELLO Paul, March 2019 NZ Hot Rod Page 73 in the Industry News column. Certification Simplified: "There's no question the certification process can be daunting" !!! "The LVVTA certification process is a good thing for the New Zealand hobby,

but unfortunately sometimes people have a hard time understanding how or why we need it, and that's where the problems start. At the start of project or modification to get us all on the same page"...I just about spilled my drink laughing at this.

The home-building of hobby cars in New Zealand is disappearing in a large black hole. The LVVTA certification process is killing it, but as long as they get their fee they don't care!! Go over to the UK, take a Triumph Stag, remove the old 3-litre Triumph V8 and fit a Rover V8. Next time your vehicle is due for an MOT (WOF) check, take proof of the source of the Rover V8 to prove it is not stolen: the new engine is added to the record of your car in the system, and you have notified your insurance company. Fee required for the certification nil, just part of the MOT (WOF) price process. Add a 5-speed transmission to a car, fee payable NIL. In New Zealand take an 8 inch Ford diff out of your car and replace it with a 9 inch Ford diff, Fee time!! We don't manufacture cars in this country but appear to know something about getting a fee out of people, in the name of safety of course!!

Best regards, Mathew Thomas, Christchurch, NZ.

Hi Mathew, Thanks for taking the time to reply, much appreciated. After using the LVVTA system for 20 years and working with senior staff over that time, I can assure you it's NOT about the fee or money. LVVTA do a thankless job to protect our individual rights and our ability to express our creativity through cars. It's very easy to be judgemental and to criticise, but their mission

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Meguiar's Letter of the month

Letter of the month this month goes to **Mathew Thomas** who's won this month's prize of Meguiar's NXT Polymer Sealant. **Congratulations, we'll be in contact with you soon.**



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➤ **Rock Solid Connection**

IN A follow up to the Moon article in January's In Passing a chance conversation with Lloyd of Magoos Street Rods in Masterton revealed a strong connection between themselves and Moon. Lloyd mentioned that Moon & the original Gennie Shifter were the first two businesses to take his fledgling Magoo's business on board 21 years ago. At the time the only overseas dealers Moon had were located in England and Hawaii. Lloyd recalls, "We formed a very good business relationship, including Magoo's hosting Chico in New Zealand back in 2001, and then in 2005 they invited me to go with them to SEMA. Chico and I travelled to Vegas together and, as one of his key guys was away, it was just him and I to set up the booth. On day one he had other business, so I ran the Moon stand single-handedly for part of the day". Shige arrived from Japan that night and was extremely grateful for the assistance. So much so that Lloyd has received a custom Christmas present every year since. The unique gifts add to his extensive collection of Moon memorabilia, which will be featured in an upcoming issue. Pictured is a Moon/Magoos T-shirt.

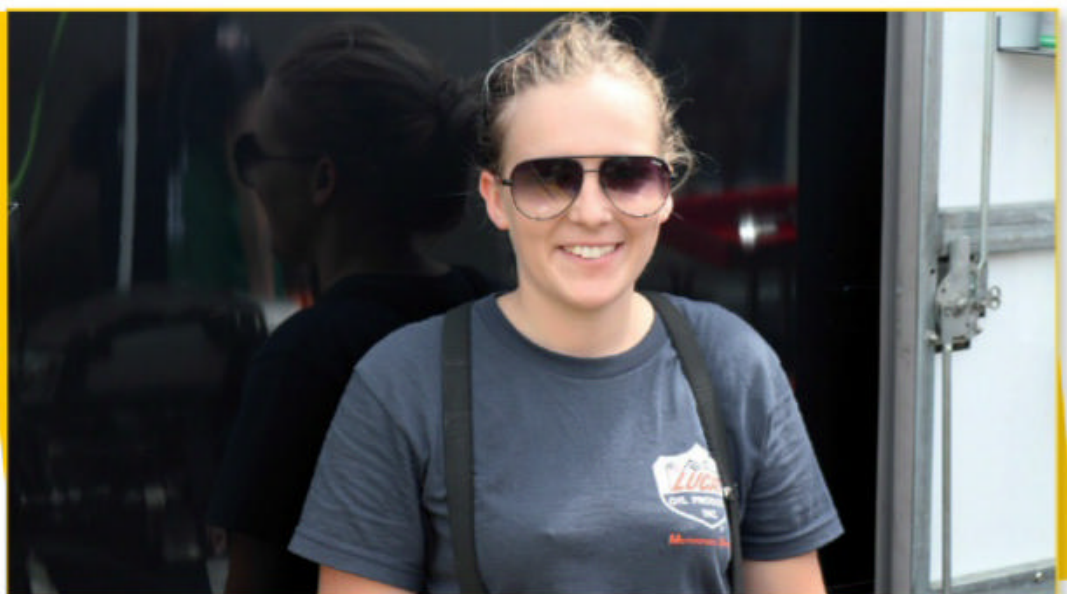
From Bruce Taylor.



➤ **World Fuel Altered Championships**

THE concept of a World Fuel Altered Championship was first mooted by this magazine and pitched to USA-based Fuel Altered "Rat Trap" owner Ron Hope and other key influencers, movers and shakers in the drag racing scene. The idea was to hold USA vs NZ vs Australia 3-way World Championship events in the USA, Australia and NZ with cars being shipped to each country. It was met with open eyes, ears and arms but was somewhat stillborn due to lack of sponsorship funds. However, there's good news on the horizon which has come via passionate racer Ron Hope. On the 21st September, ten fuel altered cars will be racing in Sydney, three from the USA, three from Australia and two (need more) from NZ. Promoters in NZ have been advised the cars can then be shipped here to race in April at the Nostalgia Drags before heading to the next California Hot Rod Reunion, to race the third and final leg, thus completing the three-country tour. Sounds fantastic and is certainly doable. All that's needed is sponsorship dollars and racer and fan support for the idea to come to fruition. Can you help in some way?

Contact us at paul@nzhotrodmag.co.nz



➤ **200 MPH club**

NZHRM officially welcomes Tamara Silk into its 200MPH Club. Tamara ran a 216.26 mph at Masterton recently which makes her the second-fastest woman in NZ behind Karen Hay. There are just three women in the 200 MPH club: Faye Grant is the third.

➤ **Racer's Rod**

PUKEKOHE resident Dean Perkins is a name most recognised in NZ V8 Touring Cars Championship and Central Muscle Cars racing. With a career spanning 234 races with 13 wins, 54 podium finishes, eight pole positions and 25 fastest laps he decided it was time to own a hot rod. Dean found this Model A coupe in North Carolina. He flew over, completed the purchase, then drove it to New York. From there it was shipped to New Zealand. One hell of a road trip with a blown 393ci Windsor. Dean has clocked up 20,000 miles from the day he took ownership in North Carolina. His most recent road trip was to Wings Over Wanaka. Dean is pictured beside his car at the recent Rebel Roundup.



➤ **Hens Do**

THIS shot was taken on the occasion of Rochelle Grace's Hens Do, or last night of freedom before her wedding to Kirk Johnston the following Saturday. Hen's night saw the entourage enjoying Saturday night in downtown Auckland. That's when this photo of Rochelle (L) and sister Nadine (R) pop up on social media. They'd found their way to this bar with walls decorated with past NZ Hot Rod magazine covers. It was once the domain of Panhead Custom Ales but is now rebranded, Holey Moley. Both girls are linked to the magazine as daughters of NZHRM's Paul & Liz Grace but don't ask what else happened that night: what happens on tour, stays on tour and is forever protected by the cone of silence huh!



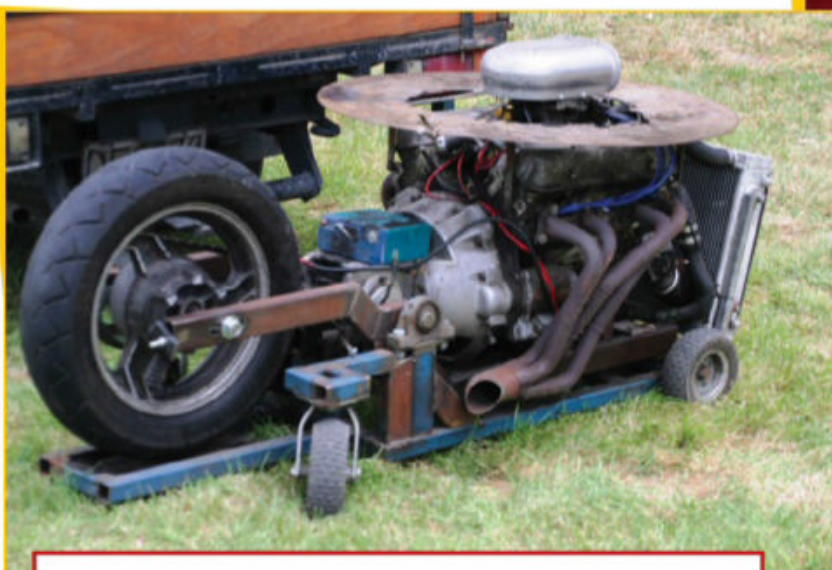
➤ **Fastest south of the Border**

ON Feb 17th Tony Marsh's Mount Shop drag racing team made the quickest Top Alcohol pass in the southern hemisphere at Masterton Motorplex with a blistering 5.349 @274.11 mph. Naturally, they're a very happy team and deserve a hearty congratulations from every Kiwi alive! Special thanks to The Mount Shop.

STOP PRESS: The team went 5.343 @ 271.84 at the Nationals thereby setting a new ET mark.



➤ Muscle Bites



This intrigued me. Apparently it was denied permission to enter the burnouts, V8 powered burnout machine on castors. The mind boggles just thinking of the havoc it could cause! It does blend in with the "Madness" theme.



Basically a very cool soapbox derby cart, making a lot of the kids envious.



Another great t-shirt spotted at MCM that kind of speaks for itself really.



You've heard of monster trucks but this was a monster roadster, that would be a monster driving a roadster!



➤ Mags for sale

DAVID Parker has 48 mags from the sixties and seventies up for grabs...If your heart desires any of these tasty morsels, then email him at dave.parker@electrix.co.nz



► **Magic Bus**

AUTOMOTIVE artist Randy Grubb, creator of Jay Leno's Tank Car, the B-702, Piss'd Off Pete, the Falconer Dodici, the DecoPods, and the DecoLiner, unveiled his San Francisco tribute sculpture, The Magic Bus, at the Grand National Roadster Show in January. The 1960s Haight-Ashbury inspired bus incorporates the nose of a 1947 Divco truck, America's iconic milk truck, and a 23-window Volkswagen Kombi van. The chassis is from a 1973 GMC motorhome and a 455 Olds engine powers the vehicle. Grubb fashioned the front bumpers from those of a '49 Plymouth and a '57 Corvette, while the rear is styled after the '59 VW bus bumpers. The knockout flourish to the Magic Bus is its elevator, powered by an ATV winch motor and pulleys hidden beneath the floorboard. Its design was inspired by the transport tube in the Jupiter 2 from the iconic 1960s Lost in Space television series. Grubb created the Magic Bus for The Battery, a private members club in San Francisco, to be used for taking members to events outside of The Battery, and to be chartered by members for private use. Frequent use is likely to be experiential wine tours to Sonoma and Napa. A video tour of the Magic Bus by Stephanie Carlson is here: <https://vimeo.com/289181231>



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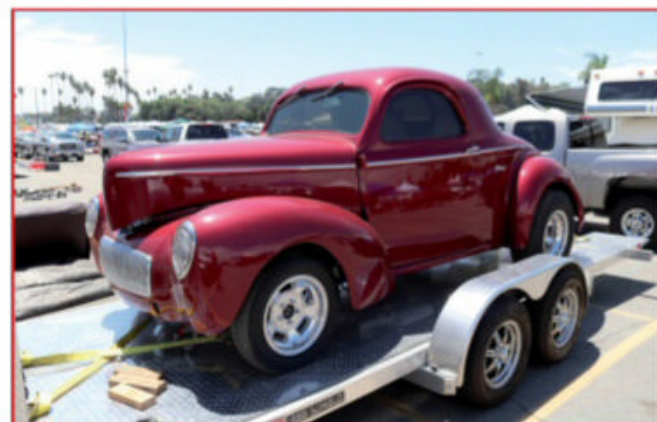
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New Arrivals

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► Epic

SPOOK has just landed this steel '40 Willys coupe which Ruth (RIP) purchased. It was seen at the LA Roadster Swapmeet last June. It was purchased off an old lady whose husband passed away; he possibly may have raced it? It's a genuine steel body, and you can tell it's a '40 because the wipers above the windshield, it has the 1940 hood ornament of the top/front of the hood and also 1940 ornament below that at very front of the hood. Original and restored 1940 Willys also have two smaller stainless steel trims under the main side trim on the front side of the hood. They are not fitted to this car. Under the hood is a 396ci Chev, Turbo 400 and an old/Pontiac possibly from some old drag race days. Spook plans to street it with the odd trip to the Nostalgia Drags and to display it at a few local events. It's a real asset to our NZ Willys fleet!



► Black Plate

CRAIG Stare bought this California car in a few months back via Kiwi Shipping. It's an original black-plate, 1966 Mercury Comet Caliente. It still wears its original paint in factory Ember Glow, and there's the stock 289 and C4 under the hood.



► El Mystery

THIS '59 El Camino cam across our radar recently as it transitioned from Aussie to Christchurch. Details are scant, does anyone know more?

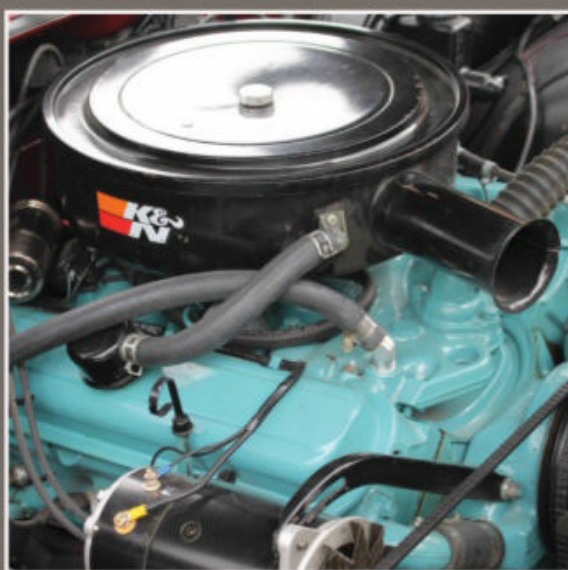


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A Class Act

KEVIN & JUDE BAIRD'S 1959 PONTIAC BONNEVILLE VISTA







Story by Owner
Photos by Craig Stare

I THINK we were always meant to own this car. We'd been looking for a 1959 Pontiac Bonneville, four-door, pillarless with a vista roof for some time. We started off looking for a '60, but the more we looked, the more the '59s appealed, the fins, the dash, the upholstery, the steering wheel, the split grill...are all 'over-the-top'. And then we found it!

A month before Christmas 2015 I came across it on the net. It was for sale in Northern California with a car broker, just South of San Francisco. I said to Jude "I think I've found our car" It ticked all the boxes.

The next day I had Ashley Barker contact the seller. Ash has had a great deal of experience importing cars from the States, for himself and others. He spoke to the broker, only to be told the car had been sold. We were gutted! We told ourselves there'd be another one out there somewhere. With Christmas and the holidays out of the way the search continued. Then, midway through January, bugger me, if the same '59 wasn't advertised again,



with the same guy. I was about to pick up the phone to call Ash when he rung me, "That car is for sale again" he said. He rang the broker and this time was told that the car was for sale again, but a guy from San Fran had just come down to look at it and was going to let the broker know if he could come up with the money, by 12 pm the next day. If the broker hadn't heard from him by 12pm, it was ours. What a nervous wait that was.

At 11.58am (California time) the next day, Ash rang the broker, and

twelve long minutes later he called me: "You own it" he said. We were rapt. Ashley arranged for it to be picked and transported to the shipper's yard in LA. The car was shipped, and another nervous wait began....was it as good as the broker said? Was the engine smokey? Was it straight or full of bog? Was it rusty? Was it going to fit in the garage?

The Pontiac arrived towards the end of February 2016. To me, it looked pretty good, a solid, honest, original car. The fuel gauge was on empty, and we went to put some gas in it. It took



approx a litre; it was full! The drive home was interesting. I turned the radio on - nothing! Broken, like the fuel gauge I thought. The engine ran smoothly, and the trans seemed to change okayish, but the brakes were diabolical. Foot on the pedal and it was "Exit Stage Left". Just then, the valves must have warmed up, and the radio burst into life with "Sixteen Candles" blaring out of the one speaker, in the middle of the dash at full noise. I nearly shat myself!

It did fit in the garage - just! The plan was to get it complied and just drive it for a while, that was until I put my knee through the trunk floor. We decided there and then that with replacing the trunk floor, we might as well go the whole hog. We reconditioned the brakes - (the left front cylinder was the only one working surprise, surprise) We then stripped everything off and out of the car with a plan was to have it back together and ready in time for Muscle Car Madness 2017.

Along with the trunk floor, we ordered a new fuel gauge sender, trunk seals, windshield rubbers, door-window seals, carpet, hood insulation, trunk trims, front indicator lenses and parcel tray all from Original Parts Group in the States. We are amazed at what you can still buy for these old cars.

When we took all the stainless trim off, we marked them and taped all the clips onto them, so we had an idea of where they came from when it came to assembly.

The car had been repainted at some stage (badly) with everything just masked up (badly) and then just a quick flick by the looks of it, (badly) perhaps painted by Earl Scheib? I decided that the best thing to do was to start afresh and take it back to the bare metal, so the sanding began and went on and on - and on!

The trunk floor arrived, I cut the old one out and welded the new one in. Another couple of rust repairs around the bottom of the rear screen and along the drip rails were repaired as well and once complete we were ready for the paint shop. I chose Blackwells Paint and Panel as they have some very talented people there, and although they are not known as a restoration shop, I knew that the car



was in good hands. Oh - and the other reason was that I work there. Steve Lees-Godwin completed the panel beating and worked his magic to achieve the near-perfect door, hood and trunk gaps.

We ummed and aahed over a few different colour combinations, but in the end, it was an easy choice: red with a white roof. The red is a Holden colour called Velvet Red, and the roof is a three-layer pearl called Visual White. The team in the paint shop have made a great job of applying the top quality Sikkens products. We used Sikkens Autoclear Plus HD clearcoat, and we think the result is stunning.

We took the engine out and while the car was being painted, took the opportunity to de-gunge it and repaint it the period correct Pontiac Blue. Not

that anyone would know it is the correct engine colour for that year except me.

The 389 is the original engine and with the four-barrel carb was rated at 330hp. It's coupled to a four-speed Hydromatic transmission. The radiator was looking a bit worse for wear, and although not leaking we decided to replace it. It was too expensive to rebuild so we opted for a three core aluminium one out of the States. As it wasn't an exact replica, I had Mitch King from King Fabrication modify it for me. Mitch also built the aluminium overflow bottle and the case for the stereo we installed. I replaced all hoses, fuel lines, belts and fitted new hose clips all around.

With the engine back in, it was time to take the Bonneville home for assembly. While the car was being painted, we



used that time to clean up all the exterior stainless trim. We washed the dirt and grime out of the insides, removed all the overspray and polished them all; some were dented so I thought I would have a go at fixing them myself. It went better than I expected and although time-consuming it was very satisfying seeing the end result. A lot of the moulding clips were bugged and it was a bit of a mission sourcing those - especially the ones for the inner fin moulds as they are unique to the Bonneville.

Muscle Car Madness 2017 had come and gone by this stage, but we were definitely going to be there in 2018.

Paul "Shorty" Banks fitted a new headlining and sun visors, as well as repairing a split in the driver's seat. His workmanship is outstanding! The upholstery is all original, and although it shows some sign of wear having a few

marks, there was no thought of replacing such a unique feature of the car.

The wheels were another 'no brainer'. They were always going to be classic Cragars. I wanted to fill up the wheel arches with mags and big tyres, so I opted for 15-inch Cragars with 235/75 R 15s all round. Murray from Buck Engineering handled the lowering duties for us.

As we neared the end of the rebuild, I started to worry that I was enjoying the journey of fixing up this old car and would I enjoy the driving part as much? It was complied and registered at the end of September 2017 even though there were still a few things to tidy up and finish off, but essentially after 18 months of just about every night and every weekend of Jude and me working on it, we were actually driving it.

We attended Muscle Car Madness 2018,

the Kaikoura Hop and gained a Top 10 placing at the Canterbury USA Day.

At Christmas time we took it on a roady down south to Gore, Queenstown, Alexandra and Central Otago to visit Family and friends. It never missed a beat. Driving through Maniototo country, with the windows down, on a hot summers day, stereo blasting...I highly recommend it! As to the question of building v driving? The answer is driving - hands down - we love it!

We've had plenty of help with this project and would like to thank: Ashley Barker, Jeanette Braid, Sean Braid, Mitch King, Blackwells Paint and Panel, Otbury Refinishing Solutions, Derek Piebenga from RJP, Zaynor Mclean, Paul Banks, Hannah Motor Services, Glen Collett from Rocket Industries and Murray Buckingham from Buck Engineering.



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Kerikeri Klassic

From Debbie Cann

THE Klassic Car, Hot Rod & Bike Show in Kerikeri on the 9th February was a resounding success thanks to Roz and Pete Dennis and their outstanding organisation. The weather turned it on and as a result over 240 cars

from all over Northland and a couple south of Auckland turned up on the Kerikeri Domain. Local businesses supported the event with a ton of prizes. This show doesn't give "best of" prizes but instead does spot prizes based on a number given as people entered the show. Roz and Pete feel

that is much fairer. Valentine's letters were written, and the best of those were given flowers and wine.

A great day and well supported by the community and the gate takings went to the local fire brigade.

We look forward to a bigger and better 2020.





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Morrinsville Motorama

From Splitpin

WHAT a difference a day makes is the saying, and it couldn't have been more correct as a comparison to last years and this year's Motorama at Morrinsville.

It had to be cancelled last year because of the big wet, but this year I think it would have been one of the bigger if not the biggest one yet.

I was told that between 8 and 900 vehicles of all description drove through the entrance way to the showgrounds and they varied from hot rods, customs, classics, vintage, performance and motorbikes just to name a few. The huge display of trucks certainly was the biggest yet, and they seemed to be a fairly popular attraction as well.

The swap meet is getting bigger every year as well, and as usual, they have the bands, and Miss Retro



competition takes to the stage during the day. This year it was won by one of the truck drivers. Yes, it was a female by the name of Billie Campy.

Rock 'n roll dancing and food

vendors were a big part of the day, and most were busy selling drinks to cool the entrants down. This is a very laid back day, and really enjoyable event and all the proceeds go to a great cause.

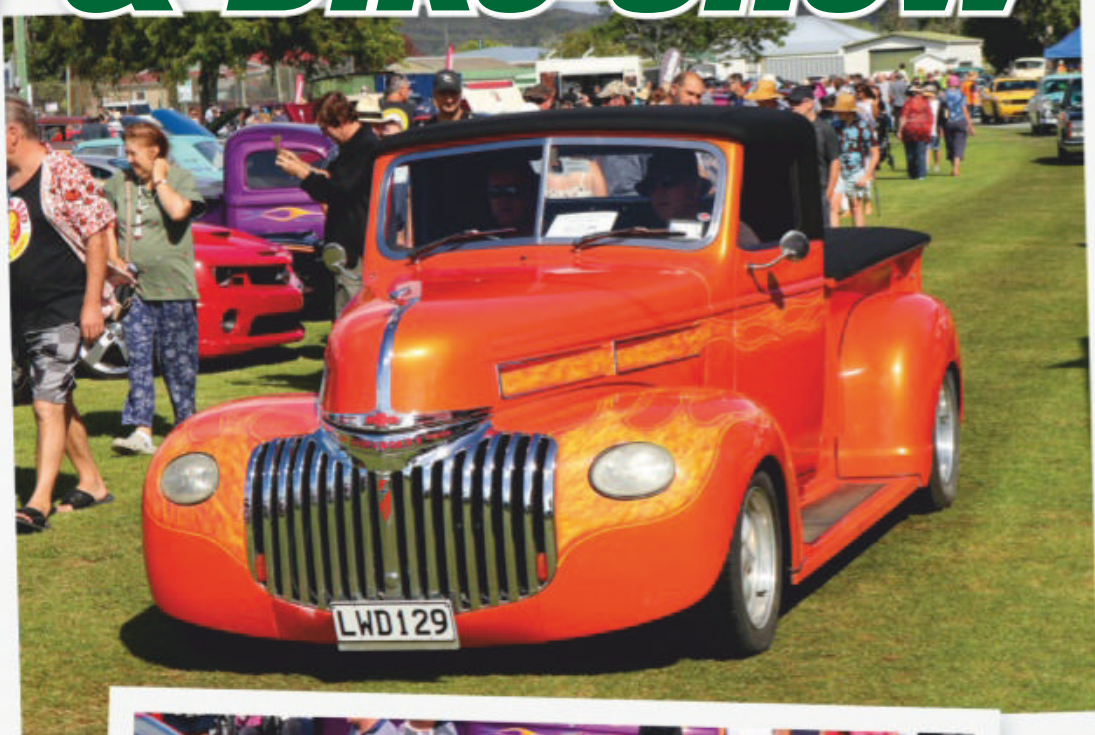




Waipu Car & Bike Show

By Paul Grace

IT'S downright amazing when a small town community gets into gear and produces a winner! In this case, it's the Waipu Car & Bike Show with a team headed by Ron & Karen Cave under the auspices of the Waipu Lions. Ron spearheads the show and Karen and committee drive the business end, but it's the community which get stuck in and really make the event work. Waipu's quaint atmosphere and a mix of country and coast plus being just 30 minutes south of Whangarei and 90 minutes north of Auckland's harbour bridge makes it an ideal day-trip destination for car lovers and spectators alike. The town welcomed the cars with open arms, and there were plenty of trade stalls, entertainment and food to go around. This year over 700 cars attended, and a smidge over 20K was raised which went straight to the St John's Ambulance and various youth groups in the Bream Bay area. A great day out for all with grins all round and a huge well-done you - Waipu!



Jock & June Garden arrived in their restored '38 Dodge sedan. They run with the Northland Vintage Car Club.



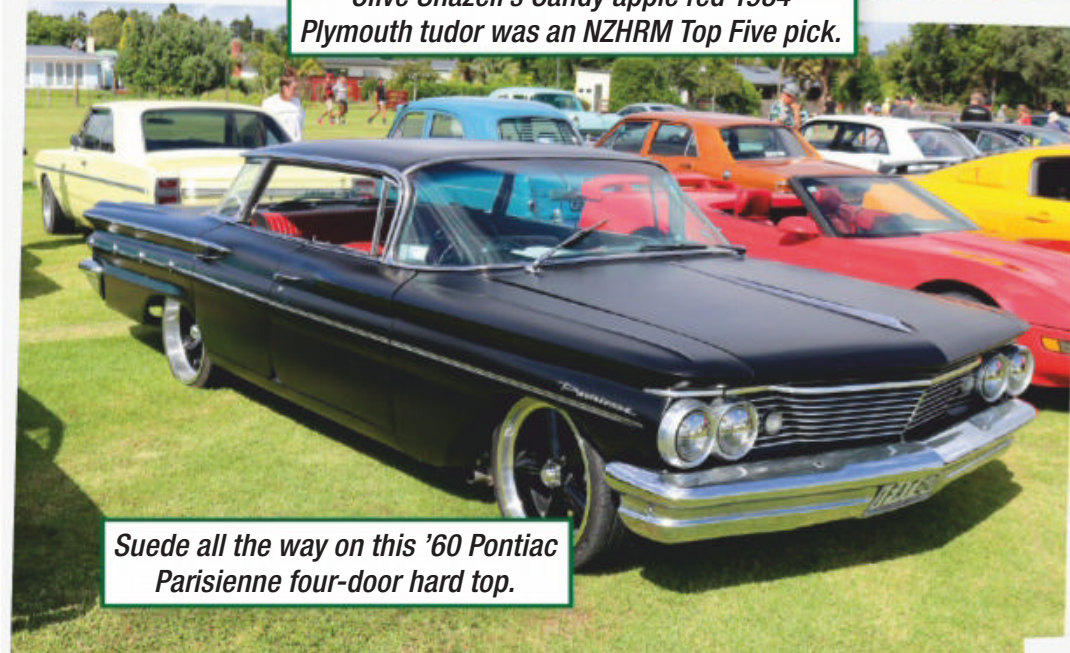
DADYO is the spot-on number plate on this '60 Oldsmobile Delta 88 4-door hardtop.



Clive Shazell's Candy apple red 1934 Plymouth tudor was an NZHRM Top Five pick.



Less is more! We loved the restoration on this '57 Ford Custom 300 2-door sedan.



Suede all the way on this '60 Pontiac Parisienne four-door hard top.



Don Ross' 1930 Ford Model A sedan glows in the summer sun. He was another worthy recipient of a Top Five award.



Two brothers, one from another mother. On the left is a '60 Oldsmobile 88 while on the right is a '61 Ford Starliner. Both have striking similarities.

Snakepit! Two Shelby Mustangs dressed up the day. Left in white is a '68 GT500KR while on the right is a '69 GT350.



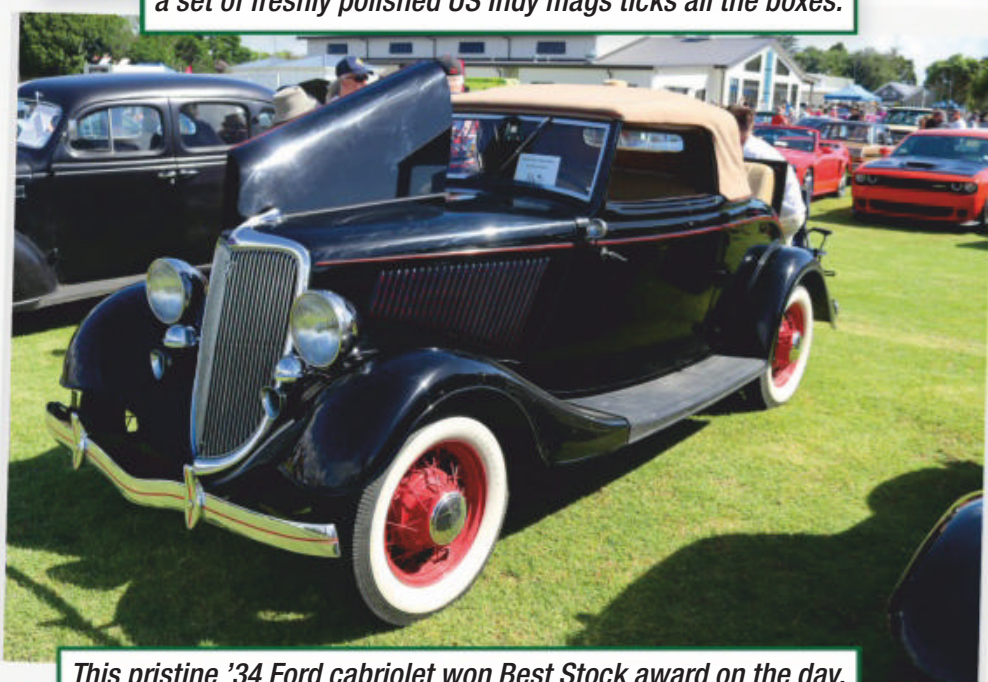
Unusual, but cool and clean is this '64 Mercury Montclair Marauder.



Yes! This '60 Pontiac Bonneville 2-door hardtop rolling on a set of freshly polished US Indy mags ticks all the boxes.



Great colour coordination on this A coupe and trailer. It's the perfect vintage touring package.



This pristine '34 Ford cabriolet won Best Stock award on the day.



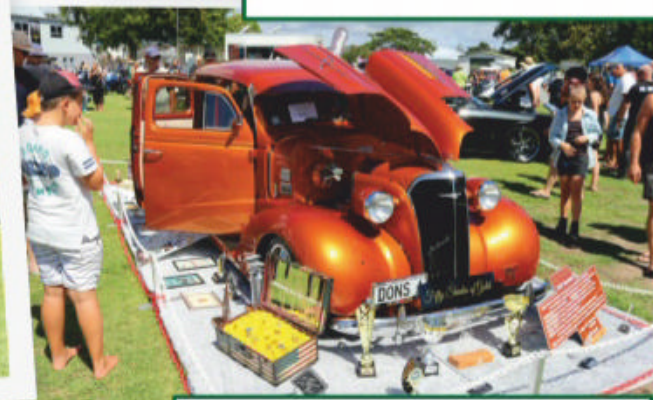
Patina-plus on this '52 Ford F1 pickup made it a crowd favourite.



Originality shines through on this '57 Buick 2-door sedan which is a 2-owner car which has travelled a scant 25095 miles. Amazing!



A great day out for all with grins all round.



Don Ross went all-out on his '37 Chevrolet sedan display and went home with an NZHRM Top Five award.



Local muscle car enthusiast and event promoter Ron Cave brought out his show-quality '66 vette with hipo big block power.

Awards

NZHRM Top Five

Don Ross - '37 Chevrolet Sedan
Ilan Neary - '59 Ford convertible
Mike Sosinko - '40 Ford tudor
Clive Ross - '30 Ford Fordor
Clive Shazell - '34 Plymouth tudor

NZ Hot Rod Magazine Top Hot Rod

Mike Sosinko - '40 Ford tudor

People's Choice

Ilan Neary - '59 Ford convertible



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TRILLO METALS

MUSCLE CAR MADNESS

#29

RANGIORA, JAN 24TH - 27TH 2019



Hayden Wilby's Holden creating a technicolour dream for all the photographers. Pic by SK8dog.

From Craig Stare

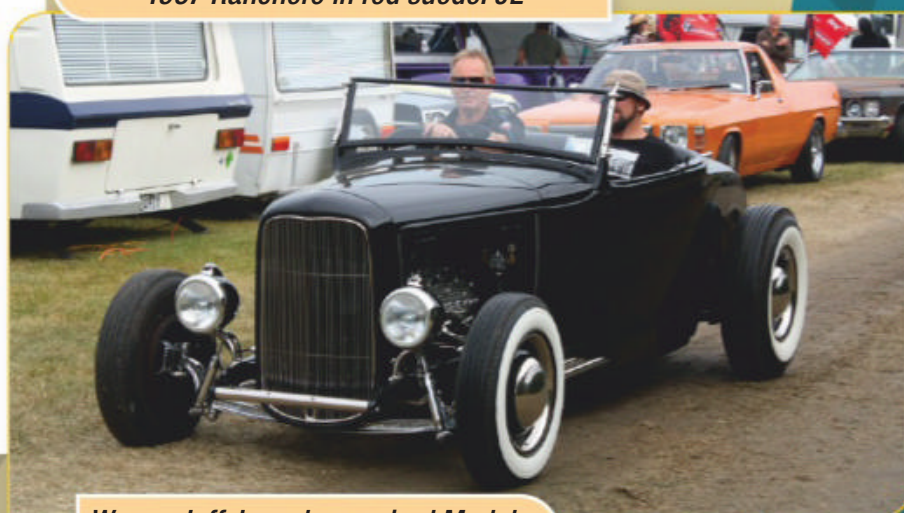
IT WAS decided to let campers in from 6 p.m. on Wednesday night with the first one arriving at 7.30 am! By 6 pm the lines were as far as the eye could see in both directions, all waiting for the starter's gun. When the gates opened, it was a caravan stampede to claim their chosen piece of dirt (like a gold claim) which they could call 'home' for the next four days.

Within a few hours, the place looked nearly full and looking good 'til a major storm front came in about 9 pm with high winds which destroyed a huge number of tents and marquees. The 'Warehouse' and tent hire places did a roaring trade, and by mid-morning everything looked great again, and spirits were high. The weather never missed a beat right through to the following week. Over 1,500 people camping made the place look cozy with a large contingent from the "other" island.

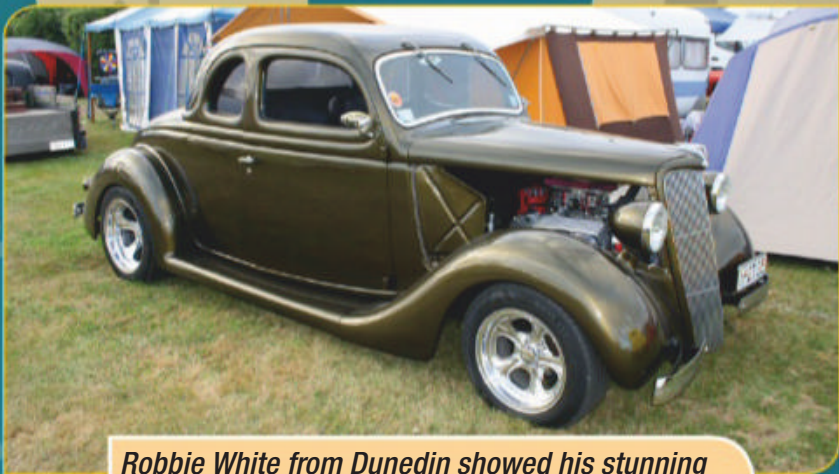
Cruising started early each evening and the organised 'town and country' cruise on Thursday night got to be impossible to organise, but funnily



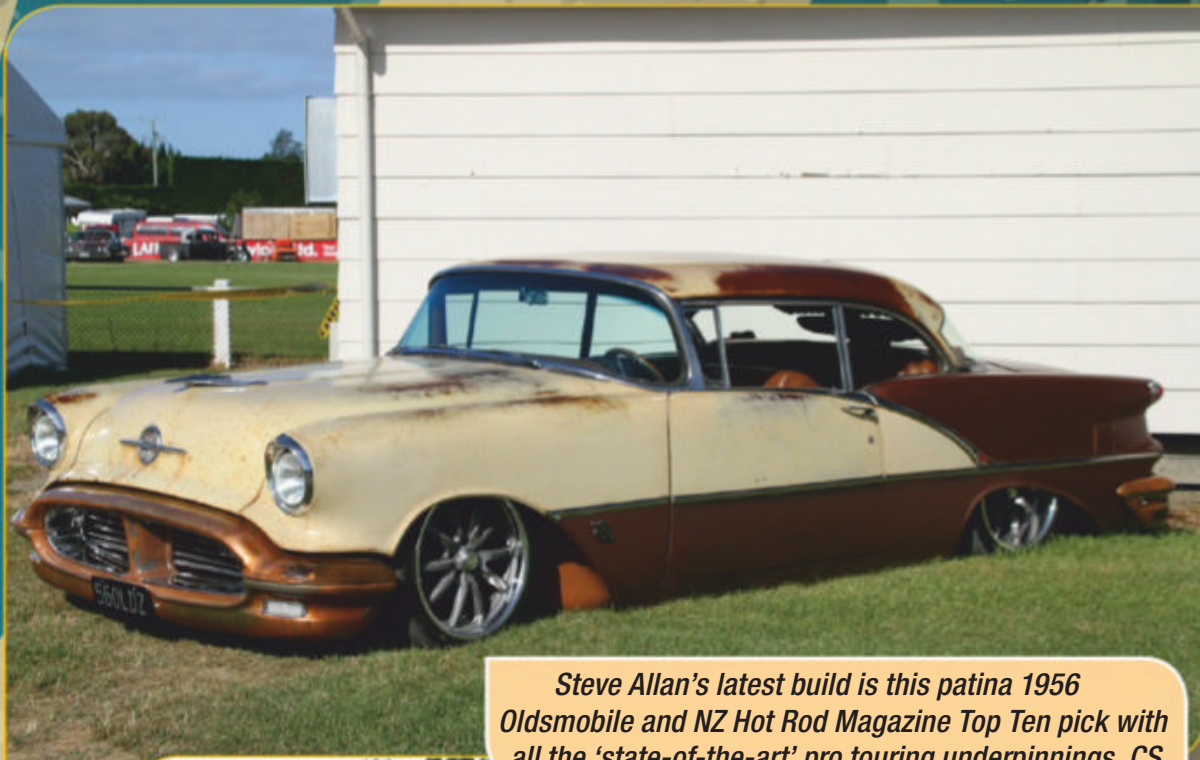
Hot Tamales. Young gun Louie O'Donnell's 1957 Ranchero in red suede. JE



Wayne Jeffs' newly acquired Model A highboy roadster is a stunner. JE.



Robbie White from Dunedin showed his stunning '35 Ford coupe featuring Olive paint, quarter bumpers, leather buckets and Chevy power. JE.



Steve Allan's latest build is this patina 1956 Oldsmobile and NZ Hot Rod Magazine Top Ten pick with all the 'state-of-the-art' pro touring underpinnings. CS.



Brilliant! Who thinks of these things? JE.



Paul Williams from Garden City club debuted his '64 holden panel. It's a work-of-art! JE.



Model A parade. There's plenty of historic parts on Mike Philps' roadster. JE.



Always a few amusing sights, this Hillman "long roof" had a good array of travel gear and was 'jappa' powered. CS.

enough quite a few took it on themselves to do the run without us.

Friday was the Classic Cover Great Summer Run which was the largest ever with well over 300 cars travelling in convoy to the Ashley Gorge lunch stop. In the afternoon some split their time between the fifties-style Cruise Days Diner in Oxford and the Cust pub, while others went to the Northbrook museum.

Early Friday evening (and Saturday) was the 'Stella Orpwood' benefit auction which raised over 13,000 dollars to help the little babies health issues. This made the spit roast a little late, but nobody seemed too worried. A bunch of kids bands including the



Retro Beauty winner Shonny with her own little Pop! JE.



"Happy Camper" award went to Rusty Godsals matching 1955 Chevrolet pickup and caravan combo. CS.



Richie Malan shows a full coating of dirt as it was driven down from Auckland. CS.



Rare Volkswagen delivery, gasser style from the Gearachowski Gasser factory in Tuahiwi. CS.



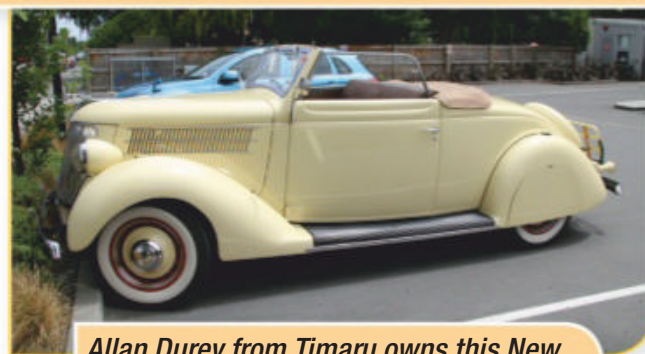
Stan Tumu arrives at Ashley Gorge in immaculate 1968 Oldsmobile. CS.



It was chocka at the gorge on Friday's Classic Cover Summer Fun Run. CS.



Hot weather, swimming, towels, picnic lunch and a cool one. The bonus of doing it all in a T-bucket has got to be summer fun! CS.



Allan Durey from Timaru owns this New Zealand new 1936 Ford cabriolet. CS.

talented "Class Disruption" kicked off the evening with six bands playing throughout the night.

A busy Saturday saw around 1,300 cars displayed and heaps of trade displays, a new one this year and very impressive was Steve Allan customs, a local full-service rod shop. The fantastic rockabilly pageant had over 50 entrants and really went "off". Our guest band, Cherry Devine from Brisbane, were a big hit but this year the crowd favourite was the Stadium Finance sponsored burnouts - North versus South. With around ten cars from

the North and quite a few running alcohol, it was always going to be the "headline act". Thanks to Ricky and his team from NZ Burnouts and Arnie with the Lack-a-traction team who made it the best display we've had.

The cruising at night came a close second with a bunch of new contraptions including a cruising boat which arrived in the storm and Ben Johnson's "Goonbusters" wagon complete with Electrolasm lighting. Amongst his prize pack was a do-it-yourself slime kit! Sunday dwindled by the end of the

burnout finals with many off to the drags while others left for home.

Already there is a huge demand for next year's 30th anniversary and advance bookings half full. Entries will reopen in April with a number of surprises in store, including a display of famous hot rods of days gone by. Thanks to Trillo Metals, Stadium Finance, Transport Rangiora and all the great people who make this such a great event. (We still have some event shirts and mugs available, stottle@xtra.co.nz or 03 3478-388)



The Mafia staff car looked more like a 'moonshine runner bound for trouble'. CS.



Pete Niblet had a collection of Fords on display. This 1956 Victoria had the very rare Customline style trim. CS.



Subtle 1936 Plymouth is unusual, plate says DIY ROD. CS.



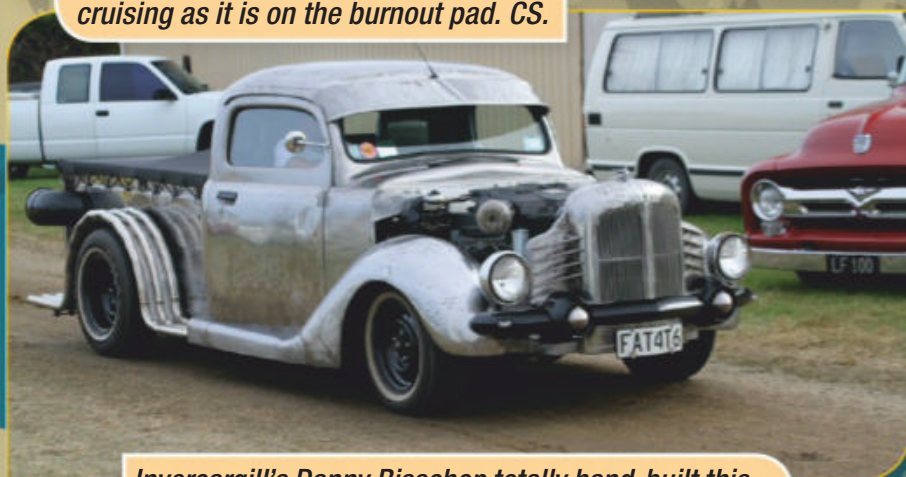
Topless Falcon 2 door ute, certainly made its presence felt. CS.



Sambo's RX7 is just as happy cruising as it is on the burnout pad. CS.



Ben Johnson never disappoints, this year he created the "Goon Busters" Plymouth wagon, with multicoloured lights, sirens, ectoplasm and just oozes slime. This is what MCM is all about! CS.



Invercargill's Danny Bisschop totally hand-built this truck, his most creative and unusual project yet. CS.



A colourful character was perched outside the Cust pub watching the cars go by. CS.



Chopped low Ford bonus-built pickup looked evil in white. CS.



Nothing meaner than a full drag race Willys. CS.



Steve Allan Customs had a brilliant trade display with top cars they had either built or been involved with. CS.



Imagine seeing this in your rear vision mirror, Josh Trybula from Wellington scored a Top Ten and Rodder's choice. CS.



Very tidy and rare 1957 Chev sedan delivery. CS.



Rockabilly pageant was a "hit" with all ages, the young ones taking it very seriously as well. CS.



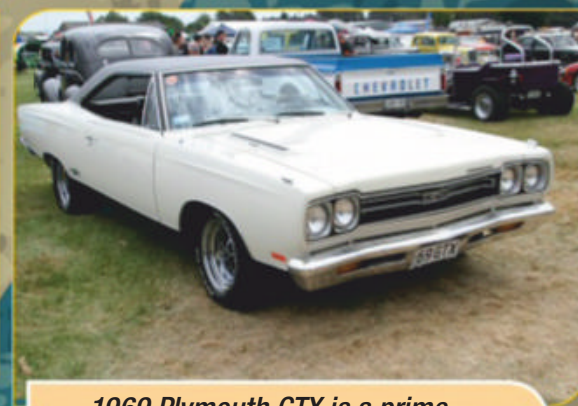
Heavily chopped black A coupe hi-boy with copper wheels just looked 'magic'. It belonged to Kerry Parkin from Lincoln. CS.



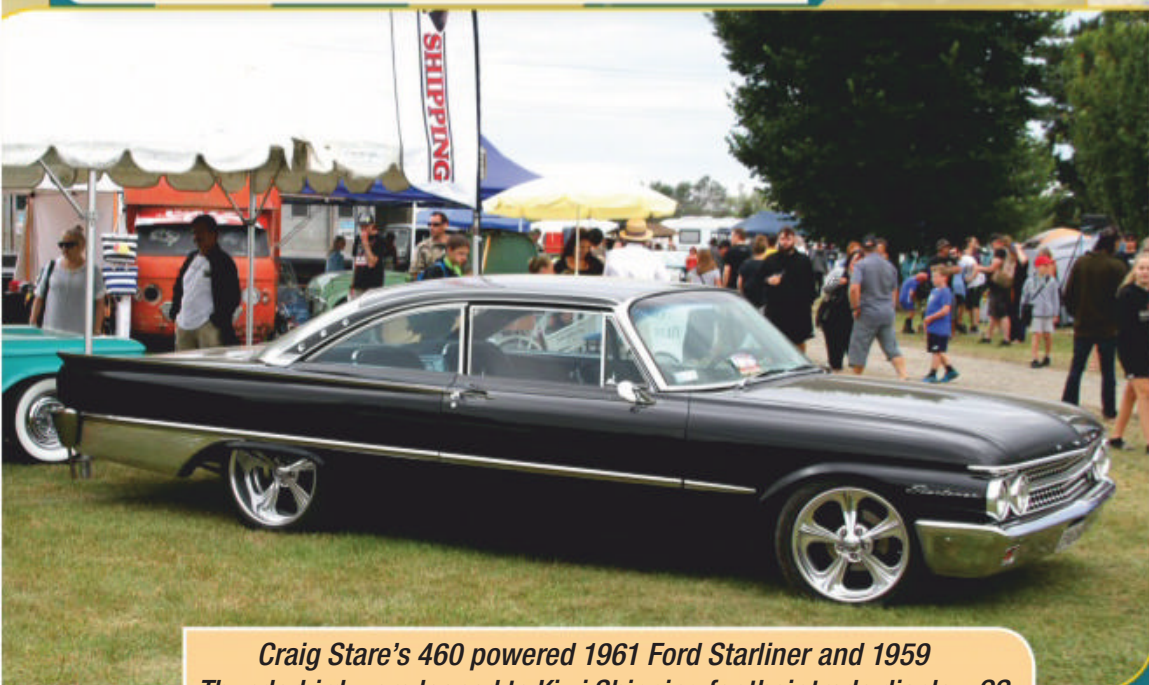
'Jogger' Jones neat black 1930 A coupe from Dunedin. CS.



Mustang Funny Car was part of Saturday's drag car display. CS.



1969 Plymouth GTX is a prime example of Mopar muscle of the day. CS.



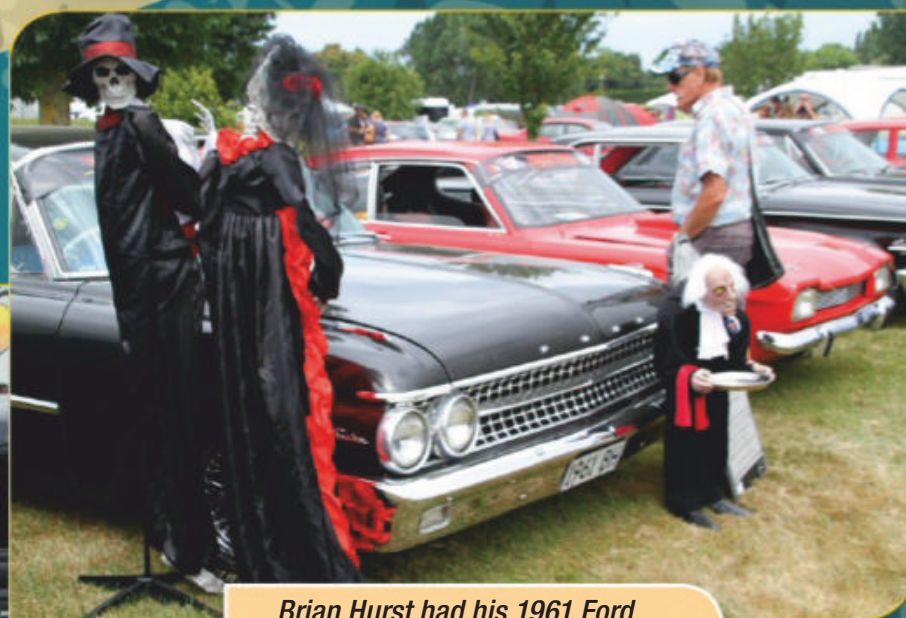
Craig Stare's 460 powered 1961 Ford Starliner and 1959 Thunderbird were loaned to Kiwi Shipping for their trade display. CS.



Matt Junic's Challenger is a top end build and took out a Top Ten, travelled down from Auckland. CS.



"Best Potential" was given to Tony Cook from Nelson. His unfinished a coupe had a crowd around it all day. CS.



Brian Hurst had his 1961 Ford wagon (ex hearse) on display complete with a few "ghoulish" friends. CS.



Winner of Best Retro Classic was Jasmin Clark, to the right is Helen Bailey from the Brisbane band Cherry Devine. CS.



Bright red 1934 Ford sedan is owned by Dave Thompson from Timaru.



Terry Burgess managed a Top Ten spot with his 1962 Corvette. CS.



Immaculate HT Holden Monaro, these are very sort after, and fetch good money. CS.



The show always has diversity as seen by these two great mini trucks. CS.



Part of the display area. CS.



Stadium Finance, a new sponsor, certainly went the extra mile. Their display was captivating and very helpful. CS.



Another trick Falcon coming out of the Burke's Metalworks shop: 8-stack injected Roush motor through to a Morrison pro touring independent rear end. CS.



Rockabilly band "Cherry Devine" from Brisbane played great and made lots of new friends. CS.



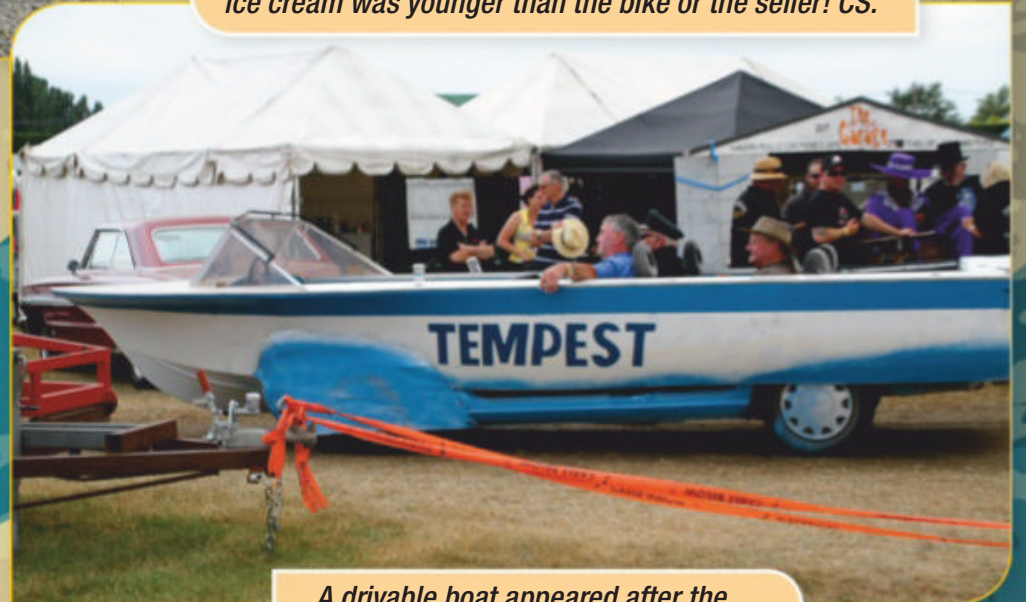
This early seventies AMX Javelin is a rare breed of muscle car made famous by Mark Donohue in road racing in the USA. CS.



Even an old-time ice cream man was on site, luckily the ice cream was younger than the bike or the seller! CS.



Max Turner came all the way from Tauranga with his 1933 Willys gasser, even drag raced it on the Sunday. CS.



A drivable boat appeared after the storm and "floated around" all weekend.



Overall view of the arena on Sunday. JE.



A couple of local characters enjoying themselves at a formal event at "The Garage". CS.



This guy had three lovely passengers in his air bagged '64 Chev pickup. CS.



This 1956 Ford pickup is New Zealand new with black plates and all, and 'Winchester Bill' had it shining all weekend. CS.



The Arnie Donaldson (Lack-A-Traction) burnout team from Napier with some of their local friends of all ages had a blast. CS.



Best Creation was the 'machine gun' Falcon in true Mad Max fashion. CS.

AWARDS

TOP TEN

Graham Coates
Chris Hornblow
Josh Trybula
Luke Orpwood
Matt Junic

1948 Chev pickup
1930 Ford A coupe
1957 Chevrolet
1960 Chev Impala
2012 Dodge Challenger

Terry Burgess
Johnny Stewart
Wayne Jeffs
Steve Allan
Graham Weeks

1962 Chev Corvette
1928 Essex sedan
1930 Ford A roadster
1956 Oldsmobile
1957 Chevrolet

Best Chevrolet:
Best Holden:
Best Mopar:
Best Ford:
Best Retro:
Best Muscle Car:
Best Import:
Best Creation:
Best Stuntman:
The "Rock" radio station award:
Best Chopper:
Happy Camper:
Long Distance Overseas:
Best Potential:
Rodder's Choice:
People's Choice:
Stadium Finance Burnouts:

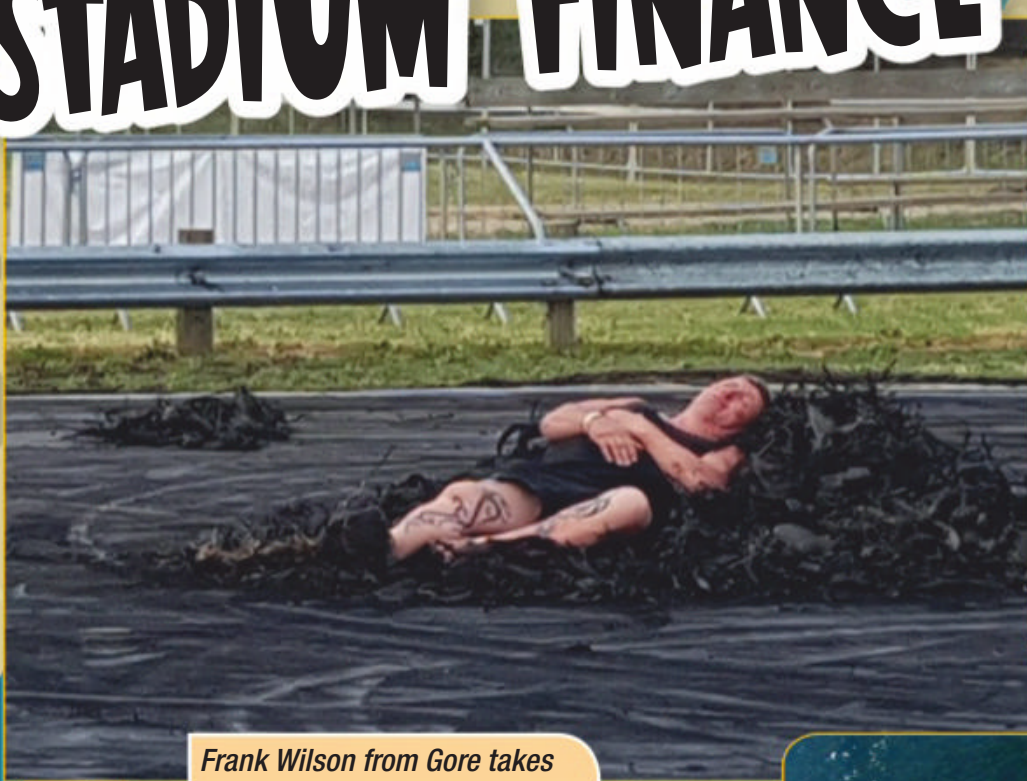
Luke Orpwood
Paul Williams
Chris Blackwood
Tony Williams
Dave Rodger
Liz Gracie
Aaron Fraser
Darcy Bowman
Ted Kane
Ben Johnson
Isaac McCleary.

1960 Chev Impala.
1964 EH Holden delivery.
1969 Dodge Charger.
1963 R code Ford Galaxie.
1927 T Ford roadster.
1969 Chevrolet Camaro.
1976 SR Toyota.
Machine Gun Falcon.
wheelstanding lawnmower.
Goonbusters wagon.

1955 Chev pickup/caravan.
Tinka Kramer Junction, California.
1930 Ford Model A coupe.
(Silvester V8) Josh Trybula 1957 Chev.
(Mothers) John Popenhagen British Motor Corporation bus.
1st Luke TBA - RX7, 2nd Ramo Simpson - Holden flat-deck, 3rd Lionel Green - 1963 Ford Galaxie.



STADIUM FINANCE BURNOUTS



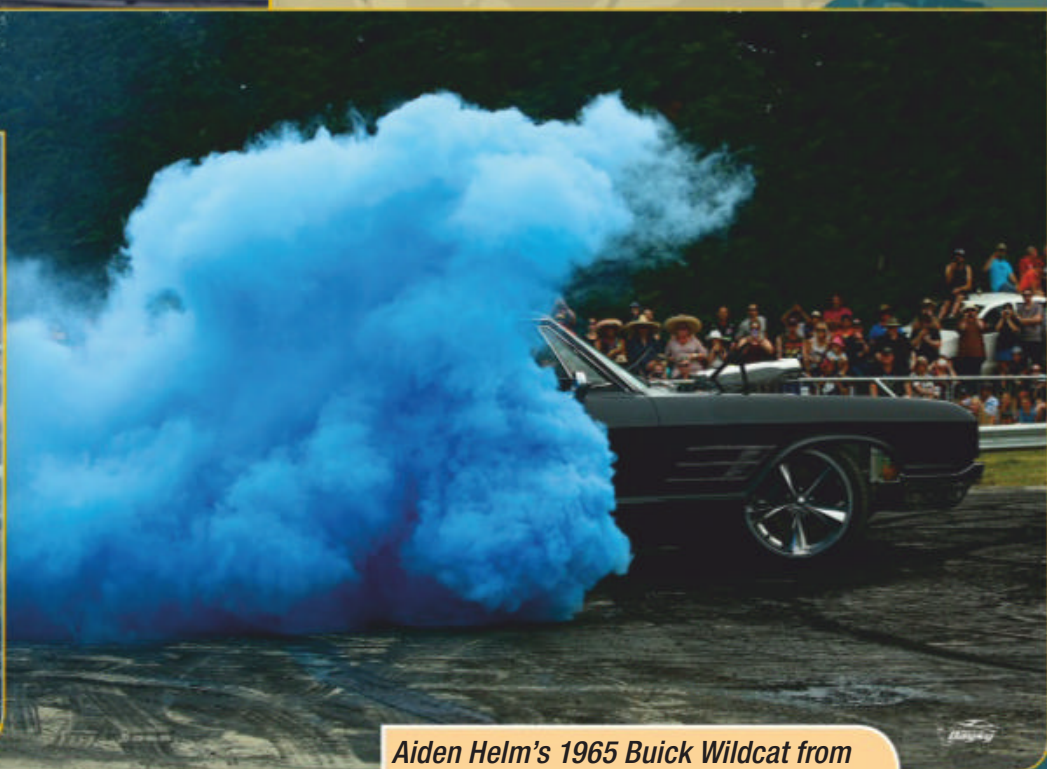
Frank Wilson from Gore takes his acupuncture seriously.



Ricky Ireland's staunch HQ Holden ute creating matching green tyre smoke. Photo source Daysey.



Rob Toheriri's Aggro XB Falcon coupe "coming at ya". Photo source Daysey.



Aiden Helm's 1965 Buick Wildcat from Central Customs. Photo source Daysey.



Josh Trybula was a crowd favourite all weekend with his evil 1957 Chev from Wellington. Photo source Frank Wilson.



Arnie Donaldson was giving his chopped Falcon the message. Photo source Daysey.



*AGRO V8 was impressive.
Photo source: Frank Wilson.*



*Ramo Simpson managed to take out second place
with Holden flat-bed ute. Photo: Octane Fix Online*



Sambos blown Chev powered RX7 was last year's winner. Photo: Octane Fix Online



*This year's winner was Luke Edwards, tunnel
rammed LS Chev power. Photo: Octane Fix Online*



*Matt Boulton did a gender reveal; his burnout told the world that his
best man, John McMurdo was expecting a son. Photo: Octane Fix Online*



*Liz Gracie starting her burnout. This year ended
up with a bunch of flames underneath. CS.*



Lionel Green's staunch 1963 Ford Galaxie took out 3rd spot. CS.

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30 FORD MODEL A PICKUP



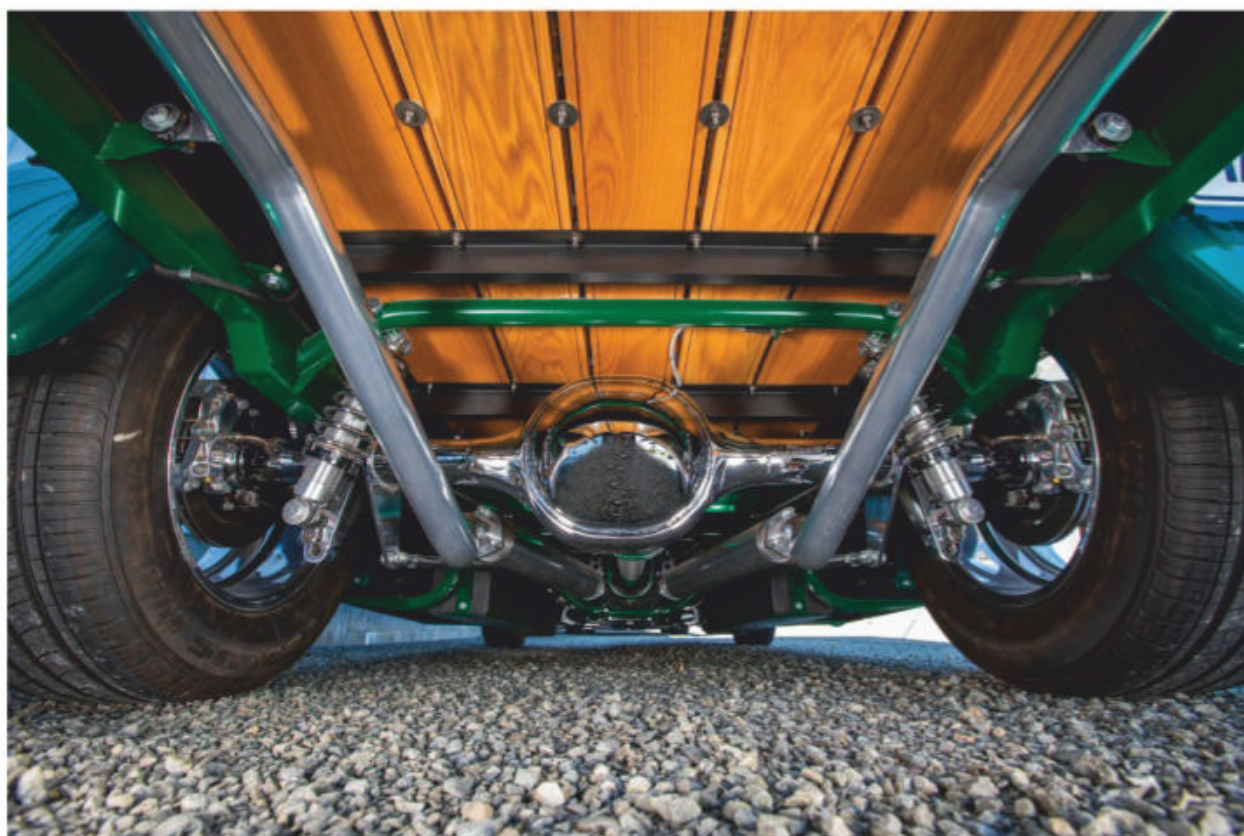


*Story – As told by owner
Photos by Alastair Ritchie*

SINCE I was a kid, I've always been keen on hot rods and V8s. Over the years I've owned Ford Flacon XR8s and other modified cars, but all have been Fords.

My hot rod career started with a bare Model A tudor body shell which was very rusty, but my interests have always been pickups. I've owned an XD Falcon and several Ford Rangers lately so when I found an all-steel 1930 Model A pickup in Masterton I knew what I had to do: buy it! The pickup is all-steel and was an import from the USA, and it has cost a bit more at times for bodywork to cure the usual rust and a few bullet holes, but I'm very happy with the outcome.

My first thought was to choose Magoo's to build the chassis for me and then bring it back to Ashburton to finish it, but after talking to proprietor Lloyd Wilson it was clear they really cared and were going to do a much better job than



I ever would be able to, so got them to build it to a finished (turn-key) stage.

The colour was always going to be green for me, and it started to be more of a candy colour, but when I saw some samples it wasn't hard to choose

the one which is on the pickup now, and I'm rapt with. I'm a Ford guy, so there are no imposter GM parts in the pickup such as 350 Chev motor!

Now the project is complete and looking back, choosing the





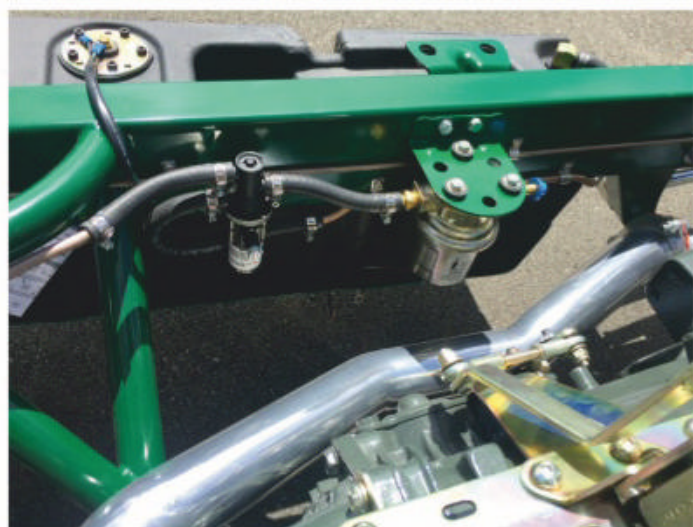
A teal classic car is driving on a paved road that stretches into the distance. The background is blurred, showing trees and a clear sky, suggesting motion. The car is on the left side of the frame, and its front end is visible. The road has white dashed lines in the center and a solid white line on the left edge. The overall scene is bright and sunny.

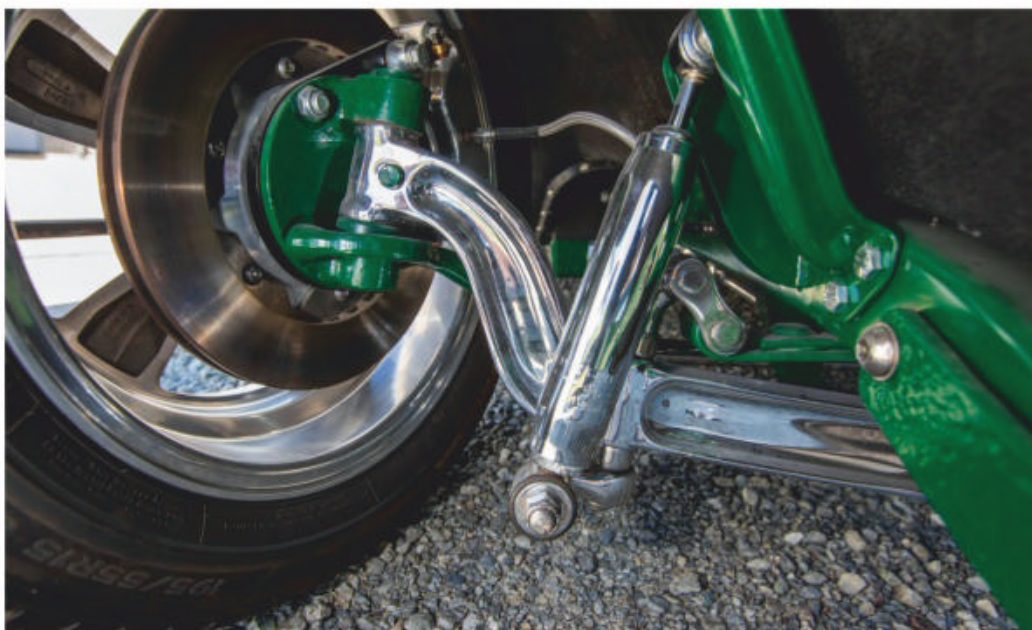
The quality, care and
workmanship which has gone
into the build is amazing.





Magoos to build the pickup was a decision I'm stoked with. The quality, care and workmanship which has gone into the build is amazing, and I would recommend Lloyd, Nathan and the team to anyone looking to build a car. Thanks to my wife Julie for being so understanding along this journey with the build. Now it's time to start a new journey and enjoy the pickup.





FEATURES AND SPECIFICATIONS

BODY: 1930 Ford closed cab pickup.

MANUFACTURER: Genuine Henry Ford pickup cab. (imported) Brookville reproduction wellside, fenders, commercial running boards and splash aprons.

FEATURES AND MODIFICATIONS: 4" chop by Steve Grange (RIP), 4" firewall recess, flush mounted hi stop light, Rootlieb steel hood. Dan Fink side opening kit, 1931 radiator shell, tinted glass, Brookville '32 Ford-style dash

PAINT: Custom Apple green in PPG by Neil

Thornton at Supreme Auto Refinishers

CHASSIS: Magoo's custom box-section and tube chassis

FRONT SUSPENSION: Chrome dropped I-beam with 4-bar front suspension, stainless steel batwings, perch bolts and lower shock mounts, Pete & Jakes shocks.

REAR SUSPENSION: Ladder bars and QAI multi-adjustable coil-over shocks.

REAR AXLE: Currie 9" Ford, performance axles and third-member running 3.7 gears. Full chrome treatment by Wanganui Electroplaters.

STEERING: Polished stainless Limeworks column with Mooneyes steering wheel

WHEELS / TYRES

Front: 15x7 American Racing Torque Thrust II with Hankook Optima 195/55/15 tyres. **Rear:** 17x9 American Racing Torque Thrust II with Kuhmo Solus 255/60/17 tyres.

BRAKES: 4-wheel Wilwood disc brakes with polished callipers, dual circuit GM-style master cylinder and chrome booster.

ENGINE: Ford 302 Windsor, bored +30 & assembled by AI at Wairarapa Automotive & Engineering, Comp Cam, alloy heads, 4bbl Edelbrock 600cfm carb on an alloy manifold, full Ford oval dress up kit, MSD distributor, Ford Motorsport valve covers and wire looms, March pulley kit, chromed alternator, custom headers exiting to a pair of Smittys Flowmaster mufflers, all HPC coated.

FUEL SYSTEM: Electric fuel pump, twin Tanks Inc saddle gas tanks under splash aprons.

TRANSMISSION: Ford C4 automatic rebuilt by Brinsden Automatics. Chrome trans pan and Lokar dipstick.

INTERIOR: Full custom trim by Nic Trethewey. Lokar shifter, dash mount gear shift indicator, billet door handles and oval recessed dash panel, Mr Roadster pedals & mirror, Glide seat. Phipps oval interior light. Ford Motorsport gauges.

SOUNDS: Head unit: Pioneer MVH-X565BT

Amps: 2 x Massive Audio Nano BX2 amps (mounted behind the seat)

Speakers: Massive Audio SK6-II 6.5" components (in custom kick panels)

Subwoofer: CDT Audio 8" HD-800CF subwoofer (in custom built under-dash enclosure) Installation & tuning by Von Mako at Magoo's

LIGHTING: King Bee headlights with Quartz Halogen semi-sealed beams featuring inbuilt indicators, all mounted on a dropped stainless headlight bar. Tailights are reproduction Model A.

WIRING: By Magoo's using Mr Roadster fuse box.

CLUB: Will be running with Americars & Custom Club in Ashburton.

SPECIAL THANKS: The team at Magoos including the late Steve Grange, for the full build including supplying parts. Neil & Reon at Supreme. Wife Julie for support through the project.



Flying FAREWELL



Harry Wright (1951 – 2019)

MANY southern rodders knew Harry very well, and a more dedicated rodder did not exist. He was an early member of Hurricanes Rod and Custom club, the same club Roger Devlin (Wild Honey) made famous. Harry's well known T-bucket, 'Novel T' was displayed unfinished at a Dunedin show in 1972 alongside Roger Devlin's last rod, 'Black Knight,' a 1940 Ford coupe using the leftover 'Wild Honey' parts. Harry kind of took over where Roger left off, promoting the club's name all over New Zealand.

Harry completed an engineering apprenticeship at T.L. McLean engineering (still in business) and eventually gained an interest in old cars, then hot rods. He found a Model T pickup on a farm in 1970 and with the help from 'Pops' built

it into a show winning bucket which was featured in NZHRM Sep '73 pgs 5-7. It did very well on the show circuit and still survives today and is being rebuilt by Daryl Blacktopp in Christchurch. Many cars came and went including the 'Fat Cat' F100 (now Tom Taylors), a 1947 sedan, a 1946 Ford coupe (HW 1946) and Rob Bingham's old 1942 Ford tudor he converted into a 1946 tudor sedan. (still a going rod in Dunedin)

In 1976 Harry traded a 1934 ford tudor body with John Lynch in "Oz" for a bunch of 1933 Ford roadster panels, in fact, parts from three cars. Harry built the roadster into another top car which was "right on the money". It was featured in NZHRM June 1980 on the cover and pages 5,6 and 7.

After many extended holidays and the passing of his dad, he moved to Castlemaine permanently where he became heavily involved in the local rodding scene. He became great mates with Rob Carroll, Ray Charlton, Eddie Ford and of course "Lynchy". Many buying trips to the US followed where he based with great ex-pat Kiwis Mike and Judy Lawrence, and he also loved Squeaks "pub nights" in Bakersfield

Harry had amassed many great cars including an Ardun powered '33 Ford coupe, a 1933 Ford Victoria and a 1947 Mercury coupe ute amongst many others. Suddenly a few years back Harry was diagnosed with Alzheimer's disease and spent the past few years in a hospice. He informed visitors that he was building a new hot rod in the room next door and

the chassis was under the bed.....he wasn't!

Rob Carroll went 'beyond the call of duty' with all the care and basically running Harry's life also with much New Zealand support by Kiwi Frank Collins. I did many trips with Harry, and he passed away on MCM weekend 2019. Irony? There was lots of humour with "H" as he became known. He would come round to visit you. He was short and in those days very round! If you worked in the shed with him, you needed a crash helmet because if things were not going well, the "tools would fly". Rodders around the world will miss him.

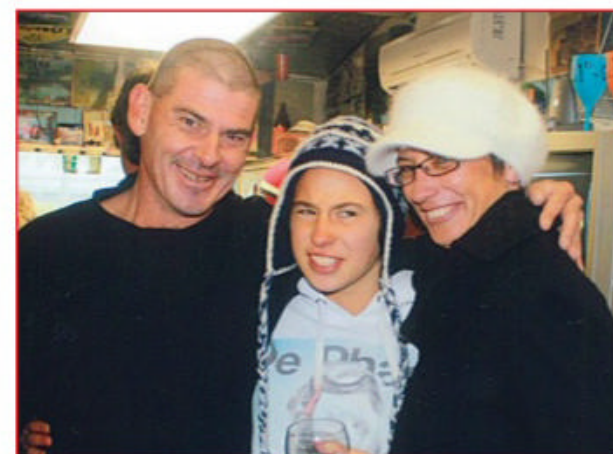
From Craig Stare

Guy Devereux (17 May 1966 – 9 February 2019)

GUY Devereux, hot rodder and a top panel beater, based in Christchurch, was killed in a car accident at Kyeburn Diggings in central Otago on 9 February. He was 52 years old. Originally from Dunedin (his dad is Hurricanes' member Tony Devereux), Guy and his partner Bex were returning to the family holiday home after going for a swim. Guy enjoyed life, family and friends to the max, sincerity and integrity being key components of his makeup. He and Bex were often the life of the party, and always great fun to be around. Bex received minor injuries in the accident. Some of the tales related at Guy's funeral service had attendees laughing one moment, crying the next.

Guy's metalworking skills go back decades, belying his age, and his CV includes restoration of his dad's vintage Packards, plus many local hot rods and classics. Condolences to Bex, Guy's three daughters and six grandkids, brothers, and of course dad Tony, mum Diane and their respective partners. The Press notice called him "a hard, well-loved man." Already much missed.

Photo shows Guy with daughter Bonnie and partner Bex.



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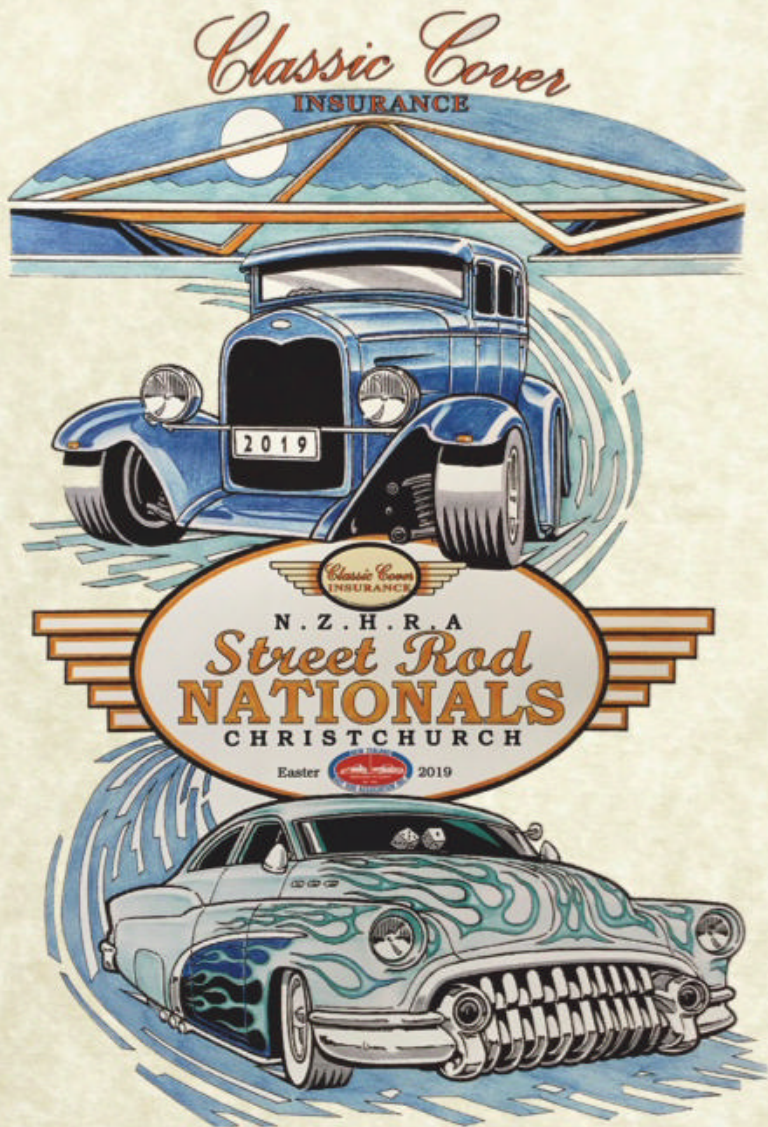
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Neil Surtees cool new speedster heading the line-up. Spook.



Rebel Roundup 2019

Report from Bruce Taylor

Photos by Bruce Taylor and Spook

THE 2019 Rebel Roundup lived up to its previous year's reputation of being a cool event for those of us who enjoy traditional style hot rods, gassers and American muscle. Add in the trade displays, a retro market, vintage caravans, flag drop drags, and some motorbikes and you have a recipe for success. The icing on the cake is the muscle car circuit racing with the crowd on its feet in the grandstands watching high-speed close racing featuring a wide range of vehicles. The field is not entirely made up of muscle cars with many people impressed watching Rod Coppin's Mk2 Zephyr clone chasing Cam Neil's 1939 Chev Coupe.

The gates opened for participants and campers at midday Friday with the event officially being a one-day event on Saturday. Campers were welcome to stay Saturday night and watch the bands in the bar area. The concept



This Hemi powered '34 coupe certainly looks the part and is owned by Sam Levien from Wheels Inc. Spook.

of packing everything into one day and leaving Sunday for long-distance travellers to get home at a respectable hour ticked the box for a lot of people.

There was only one thing missing this year, and that was the swap meet. Maybe next year but one thing you will be guaranteed is that, just like

this year, there will be a bunch of new cars to admire. The organisers wish to thank The Motor Sport.com for officiating the on-track activities and Counties Racing Club for the amazing venue and their staff who went above and beyond the call of duty to make the event a success.



Mike Atonievich from Pukekohe owns this neat 1936 Ford Pickup. BT.



An early 283ci smallblock with triple 97 Strombergs powers this cool '34 coupe. Roger Johnson from Hamilton is the owner and he won Primer King award. BT.



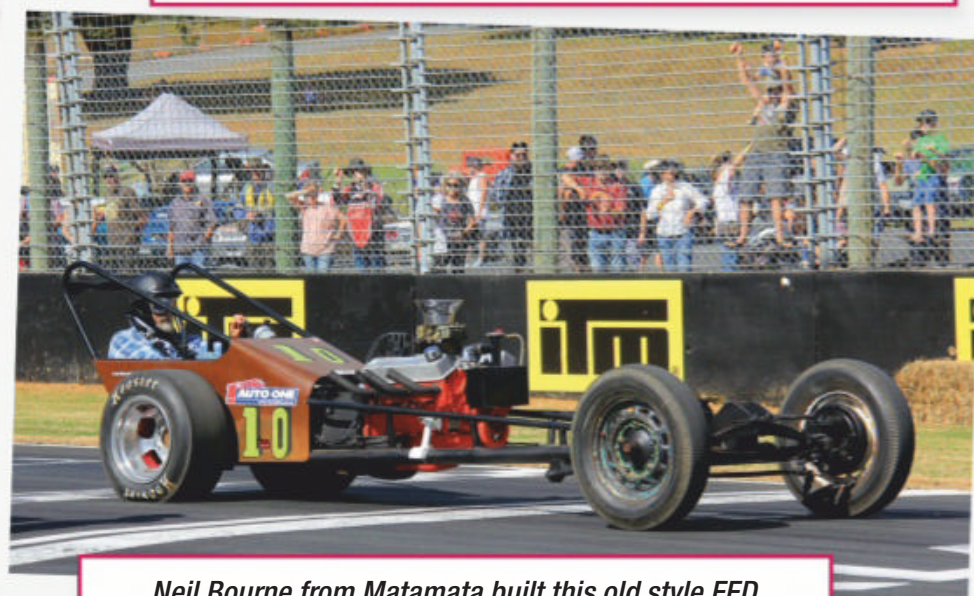
One of the more expensive cars for sale was this 1940 Chev Tudor with a \$94,000 price tag. BT.



Chris Berkahn from Dannevirke lines his Willys up against Whakatane R&CC member Pete Tyrell is his '38 Ford Coupe. BT.



Craig "Fingers" Mullan smokes the rear hides in his 1959 Studebaker Lark the "Larkness Monster". BT.



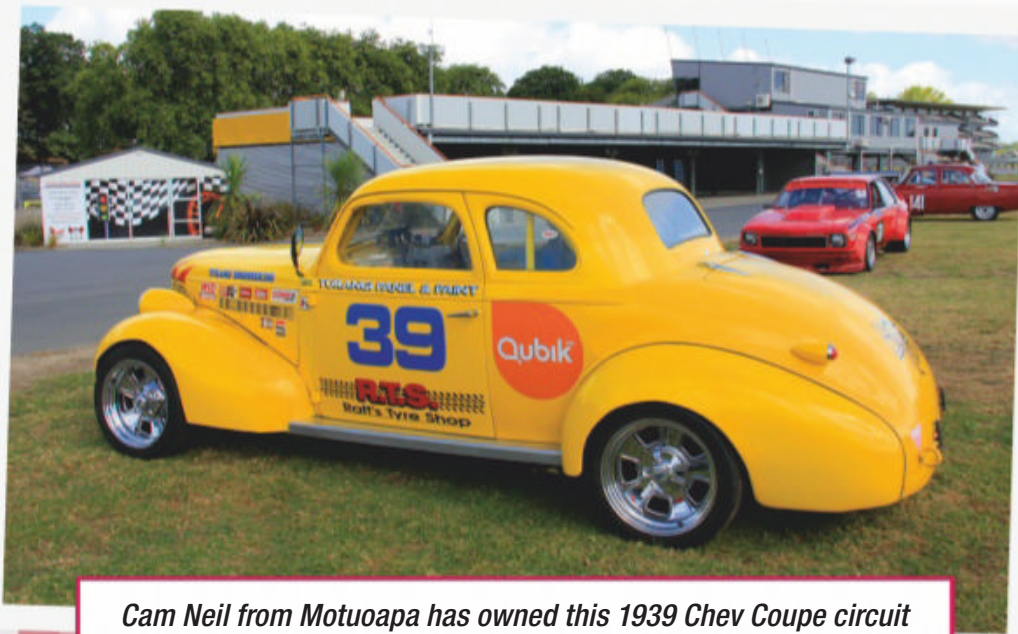
Neil Bourne from Matamata built this old style FED powered by a 327 Chev bolted up to a Humber Super Snipe speed auto and Nissan Navara diff with 4:11 gears. BT.



Nathan McGown heads back to the pits in his Hemi powered Model A roadster pickup after competing in the flag drop drags. BT.



Miss Stella Moon from Upper Hutt dropped the flag in the first round of the drags. BT.



Cam Neil from Motuoapa has owned this 1939 Chev Coupe circuit racer for 21 years. Cam found the body on a farm and it was destined to be for a stock car. Cam "rescued" it and built the car which he also shipped to Australia in 2007 to compete in a series. BT.



Ralph Wright has owned this custom 1939 Deluxe coupe since 1967. It's a survivor and rightfully won True Patina award. BT.



Here are the contestants in the Rita Sue Miss Rebel Roundup 2019. BT.



The Rita Sue Miss Rebel Roundup attracted twelve contestants and picking winners would not have been an easy task for the judges. L-R: runner-up was Miss Monroe, The winner Miss Polly Rose and 2nd runner-up was Miss Darling Odette. BT.



Graeme Young is a member of the Cobra R&CC and drove his 1946 Ford Coupe all the way from Gore. If you think the front end looks to be channelled you are partially correct. Graeme removed the bottom grille bar and moved the front valence and bumper up to fill the gap. BT.



Miss Monique Sweet also dropped the flag for a round of drag racing. Monique is also a past winner of Miss Viva Las Vegas. BT.



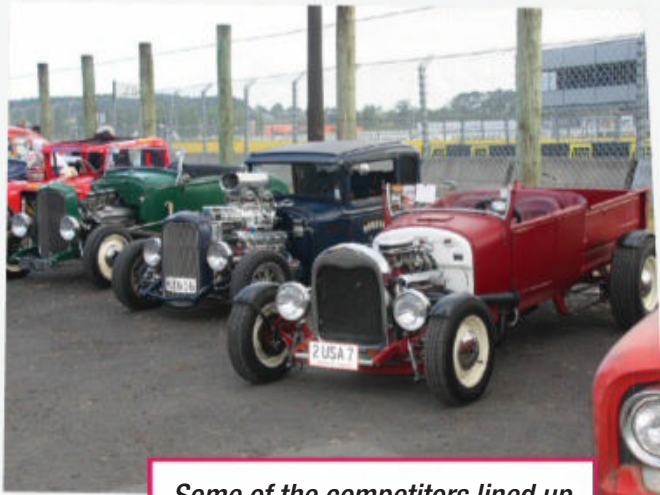
Ryan Anderson from Beachlands owns this superb 1935 Ford Cabriolet. BT.



New Zealand's original Wall of Death. BT.



This American-bodied '39 DeSoto coupe was for sale. Good project and owner was asking \$6K. Spook.



Some of the competitors lined up for the flag drop drags. Spook.



Max Turner up against Gary Webber's Model A roadster. Spook.

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Cruise Martinborough

AS the sun sets on another successful Cruise Martinborough, the wheels are in motion already for 2020. This year saw the event mark its 5th anniversary and with that an increase again on entrant numbers and spectators. 420 official registrations took part in the event with entries from as far north as Northland and as far south as Bluff.

The schedule which has proven popular in previous years remained the same. Day one was a hot Wairarapa day as entrants headed to the southern end of the north island to Lake Ferry which features views across the strait to Kaikoura.

Day two is a highlight for many with the cruise to Farriers in Masterton and an afternoon at Masterton Motorplex where flag drop racing was the name of the game and times were not important. The regulars bought extra sets of tyres and set up pit areas. The entire field of entrants had at least one pass each, some more than 20! Some much fun was had that a diff needed replacement and there were rumours of an Auckland entrant heading north on Sunday via a tow truck.

Saturday marked the big show day which closed roads as the cars paraded into town and around the central Martinborough Square. While there are various categories for Top Car and Best Chev the event itself was never about that but creating a relaxed atmosphere for all to enjoy and it seems this goal has certainly been met. The new edition of Miss Cruise Martinborough saw the first lady crowned.

The message from the organiser is register early for next year as we sold out this year and we will sell out again in 2020.



Prizegiving

Top Entry:	Eddie Dajnowski, '59 Galaxie
Best Aussie:	Joff Moore, '74 Kingswood
Best Ford:	Stephen Behrent, '66 Country Squire
Best Chev:	Kris Bostock, '70 Chevelle
Best Mopar:	Steve Pugh, '69 Roadrunner
Best Pre 49:	Paul Chapman, '39 Ford Coupe
Best Combo:	David Knight, 1930 Essex
Best Truck:	Lynn Mallinder, '57 Chev
Spot prize:	Andrew Buchanan, Chev COE
Spot prize:	Mandy Sinclair, '48 Plymouth Woody
Spot prize:	Shaun Duncan, Ford Escort

Miss Cruise Martinborough 2019: Congratulations Rochelle!
Thanks to judges Lloyd Wilson, Kurt Switzer and Scott Wildman



Some cars from Kiwitown Cruisers and Bodymods travelled down to Cruise Martinborough together and stopped at the wind farm for photos. L-R: 1961 Chev – Rawlings, 1957 Chev – Paul Duff, 1957 Chev – Hobbs, 1956 Chev – Kooyman, 1956 Chev – Henry and 1934 Plymouth – Wolvers



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Box 573 Orewa LETTERS

cont'd from page 6

statement is clear: Promote and retain the right of New Zealanders to use motor vehicles on the public road which have been modified, or constructed in limited volumes, for sporting, recreational, special mobility or business purposes; and

- To develop and maintain, in consultation with the New Zealand Transport Agency, a Low Volume Vehicle Code, to govern the modification or construction of low volume vehicles; by being incorporated by reference in applicable road transport law; and
- To achieve effective communication with persons concerned with the modification, construction, and certification of low volume vehicles; and to remain an independent and autonomous organisation within the motor vehicle industry; and
- To advocate and lobby on behalf

of the members of LVVTA to protect and advance these objectives, and create an environment in which both employees and volunteers can contribute and expand their skills and commitment to all aspects of the Association's activities.

Please read their information, educate yourself, and perhaps you will come to understand the many positives. Spread the good word. (Ed)

Thank you

Thank you very much for your sponsorship of the Top Five Cars at the Waipu Car & Bike Show recently. We were very fortunate to be privileged to win one of the Top Five awards with our gold '37 Chev. We look forward to getting your magazine in the future. My brother Clive was also a recipient of a Top Five award with his '30 Model A fordor. My daughter also had her green & white HG Holden there, (parked next to the Model A) si it really is a family affair. (could be a story for you) Once again, thank you for your support and an awesome magazine.

Regards, Don & Shirley Ross, Whangarei.



Department of Corrections

Greetings hot rodders. I've just bought the January 2019 issue and on the inside at the top of the contents page reads December 2018. Also on page 4, Publisher's Podium of January 2019, I'm fairly sure it should read 1940 FORD pickup, not For pickup. I liked the feature/history of Kevin & Karen

cont'd on page 71

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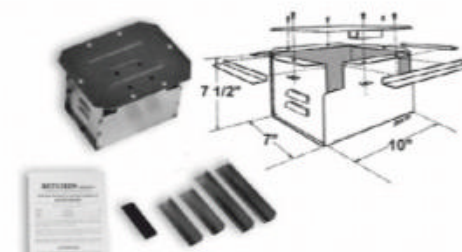
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The big one... 70!

The 70th Grand National Roadster Show at Pomona, California, USA



George Poteet's 1936 Ford Roadster was crowned 2019 America's Most Beautiful Roadster. Built by Pinkee's Rod Shop in Colorado, the nipped, tucked, stretched and refined roadster boasts over 20,000 hours of time and over 350 CNC programmes for all the one-off parts and pieces. Detail and workmanship was incredible with most people impressed by the fact it still looked like a 1936 Ford.

By Greg Stokes

AS good as it gets would be the most appropriate way to describe the Grand National Roadster Show (GNRS) in Pomona, California. Always held at the end of January, in California's winter, the climate was still pleasant enough for us visiting the show for the first time. With America's Most Beautiful Roadster (AMBR) Award being the USA's longest-running award, this entire event holds a lot of prestige throughout the hot rod and custom car industry. Display vehicles travel from all over the country as well as some international visitors. This event is the place to debut any new build a shop has. Remember it was only a few years ago when New Zealand's Rods by Reid displayed (and won its class) with Steve Payne's American Speed '33 cabriolet. This year's New Zealand connection came along when the author was asked to join the judging team for America's Most Beautiful Roadster award – see sidebar.



Chad Adams from Adams Rod Shop was an AMBR contender with his fully fendered 1932 Ford roadster. Aggressive rake and stance included big and little wire wheels and a Y-block under the hood. Chad was joined by ex-pat Kiwi Dion Wilcox from Brisbane who helps with a lot of Chad's builds.



Cory & Ashley Taulbert's 1932 Ford roadster was a favourite AMBR contender given the fact they have driven the car all over the USA including events like the Hot Rod Hillclimb in Colorado. The H&H Flatheads powered car features Daryl Hollenbeck paint and creative chassis engineering by Cory himself. It was awarded the Brizio Family Driven Award which was very fitting.



Steve Moal collaborated with Jackie Howerton to build this scaled down 1932 Ford roadster with the classic design Moal is renowned for and the typical speedway heritage of Howerton. It was a favourite for the red-blooded hot rodder with racing in their blood.



Marty Strode has been building a recreation of the Spalding Bros track T roadster complete with a Jimmy six engine for renowned hot rod and custom car journalist, Pat Ganahl.



Dominator Street Rods completely revamped a 20-year-old street rod for this year's AMBR contention. Despite the detailing throughout, it was felt that it was a car which was possibly 20 years too late for the big award.



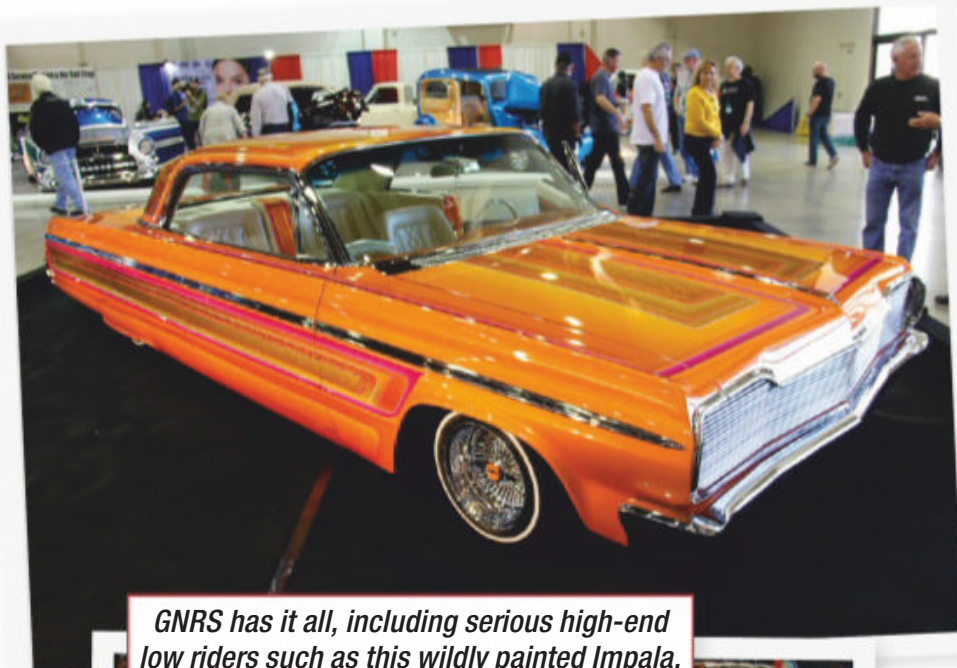
Don Lindfors was a previous AMBR contender with his BOSS 302 Cleveland powered 1932 Ford roadster pickup which he drives all over California.



Outside in the Galpin Speed Shop stand was Dave Shuten's totally rad sixties era 1932 Ford roadster with a 4-71 blown smallblock Chev, as well as a host of vintage speed equipment Shuten, has collected over the years.



Roseville Rod & Custom just completed this incredible 1936 Ford three-window coupe for Amie & Teri Angelo. Yes, that's a SCOT blown Ardun under the hood with a bead blast finish to tie in with the one-off vintage style wheels.



GNRS has it all, including serious high-end low riders such as this wildly painted Impala.



If nostalgia rodding is more your thing, then you will really enjoy the Suede Palace which features a diverse mix of nostalgia, traditional and barn fresh rodding.



To recognise his significant contribution to hot rodding, Chip Foote was named "Builder of the Decade". Fittingly his display featured some of the most incredible cars he has built at Foote Design and at the awards ceremony he announced a Sam Foote Memorial Award to begin for next year's show.



Manuel Reyes is probably best known for flaming the California Kid for the late Pete Chapouris, but this is his own 1936 Ford three-window. Manuel has built this car over a long period, and it was Geoff Mitford-Taylor and Steve Morrow who did all the sheetmetal work on this neat car.

With around 1000 vehicles spanning six buildings of the Pomona Fairplex (yes the same location of the L.A. Roadster Show and also the Pomona Swap Meet) with another 800 vehicles displayed outside, along with indoor and outdoor vendors, there's truly something for everyone including the Suede Palace. The special display in Building 9 this year was truly the icing on the cake celebrating the 90th Anniversary of the Model A Ford. The 100-car display was put together by Karpo Murkjianian & Brian Bauer and was a fantastic mix of historic, iconic or just plain good looking Model A Ford hot rods from 1928 -1931. Building 4 is where the main action usually happens with 14 contenders for America's Most Beautiful Roadster. This is the busy hall as everyone wants to check out the latest from vendors like Roy Brizio Street Rods who had six of their latest cars on display. There was also a pinstripers auction and then outside there were also live bands and the usual refreshment and food vendors. Despite this show being in the peak of our summer here in New Zealand, the GNRS is a must-do bucket list type of event and there are usually a few open houses from rod shops which are always worth a visit too. Check out www.rodshows.com for further information on the show.



East Bay Speed & Custom built Brian Rusk's 1936 Ford coupe, and it was a perfect execution of a late forties tail dragging custom. Some even referred to it as a modern, accurate rendition of the famed Jack Calori coupe.

Judging America's Most Beautiful Roadster

By Greg Stokes – 2019 AMBR Judge

MID last year I was asked to join the judging team for America's Most Beautiful Roadster, which at first I thought was too good an opportunity to be true and possibly it was a prank. In the interests of playing things cool and in order not to attract the tall poppy syndrome I kept this opportunity on the down low. Why was I asked? The reason being is that the show organisers had an opening and felt that fresh, young eyes from across the world could add another dimension to things. I knew if I said no I would never be asked again, so I jumped at the opportunity. The judging team is made up of individuals in the industry be it from media, fabrication or building backgrounds. Nine of us in total all working from the same judging sheet. The calibre of judges brings a balance of neutral and non-emotional judging and trust me it's as brutal, unforgiving and as passionate as you may think, but it is a fair process and keep in mind we are judging America's Most Beautiful Roadster, not the most traditional or the most driven.

We flew in to arrive in time for part one of the judging process on Wednesday. The cars are called one by one to be DRIVEN into the hall and up to the judge's table. This is an incredibly important aspect to the judging process as they can admire (or not) the car as



it comes towards them and see how it looks and sounds from all angles. Another dimension to this is we can see how comfortable (or not) the driver is in the car and how they control it. Interestingly a couple of cars simply instantly failed in this section. Once parked by the curtain backdrop, the owner and/or builder are given a 10-15 minute window to talk with the judges, describe the theme and build process of the car and highlight any features possibly missed. This is another interesting aspect to the judging process which showcases how well (or not) the owner and/or builder understood the end result of what they were building with design and fabrication execution. A few cars handed out "build books" (see inset pic) which really showcased the extent of the work of these cars.

Wednesday is a long but enjoyable day, and it was clear we had three top cars amongst the 14 contenders. When I say

top cars I mean cars which it's incredibly hard to fault the style, detail and the finish. From Wednesday judging, each car is then sent to its allocated display area and display set up begins in time for Friday's noon show opening deadline. The judges then have up until Saturday night to further inspect the 14 cars in their displayed format before meeting and going around the table to select the 2019 America's Most Beautiful Roadster. I must say it's an incredible achievement to be accepted as a contender for AMBR and this year the extreme diversity of entries was noted. The award isn't about the biggest bucks wins; it's about styling, theme, fit and finish, design and fabrication and the way the whole package is wrapped up as one. The key to the prestige and importance of the AMBR award is to objectively select the best car of the 14 contenders for the most legitimate reasons to maintain the credibility within the hot rod and custom car industry. For 2019 many felt the right car won.



Rick Dore's latest was this 1937 Coachbuilt roadster featuring a custom one-off aluminium body by Luc Deley at Marcel's.



Roy Brizio Street Rods did an excellent job on the controversial 1932 Ford two-door phaeton by Brookville. Owned by Ross Myer, this car has a true resto rod feel despite its custom body originally designed by Chip Foose for Brookville Roadster.



South City Rod & Custom's Bill Ganahl was inducted into the GNRS Hall of Fame for his contribution to hot rodding restoring such cars as the Ala Kart, Sam Barris Merc, Jack Calori 1936 coupe, Tom McMullen 1932 roadster and such like.



"Big SCOT" is this neat SCOT blown Ardun powered 1932 Ford roadster originally built by Dave Crouse.



Noted car collector, John Mumford received the Bruce Meyer preservation award for the Ala Kart built by Barris which won the AMBR in 1958 and 1959.



The Brizio Family Award went to the much driven 1932 Ford roadster of Cory & Ashley Taulbert. From left to right; Roy Brizio, Ashley and Cory Taulbert, Terri Brizio Hollenbeck

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90th Anniversary of the Model A Ford



One of the late Dick (Magoo) Megugorac roadsters was this curved screen Model A on Deuce rails with a turbocharged V6 Chev engine. This was the late eighties and still looks trick today.



The very first AMBR winner, Bill Niekamp's track roadster which was found and enjoyed by Jake before being restored and sold to the Petersen Automotive Museum.



The baddest roadster of them all is the Sadd, Teague and Bentley roadster which ran at the dry lakes and at Bonneville with a blown Chrysler.



We could fill this whole magazine about Jim "Jake" Jacobs! This is the tub he slapped together in 28 days after they sold Pete & Jakes, and then he and a group of guys brush painted it red at Pleasanton in 1988 where it won the Stroker McGurk award. Later on, Tony Thacker and Jake plastered the car in old and rare Hot Rod Magazines. This guy has always known how to have fun with cars.



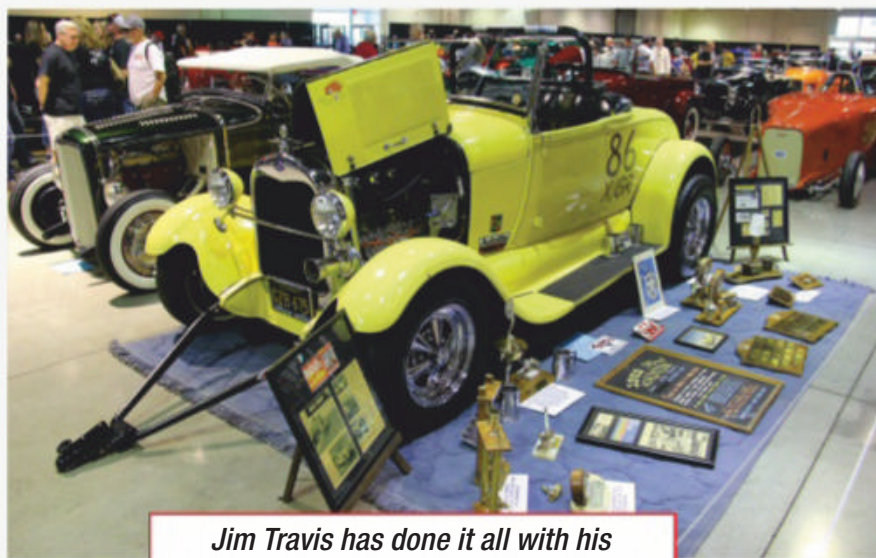
The late Bob Anderson's Offy-powered roadster pickup is shown alongside the PC3g built extended cab Model A for Chuck DeHeras.



Scat's Tom Leib had Jimmy Shine redo his roadster for AMBR a few years back, it still looks great and has a unique and distinctive style all of its own.



Larry Braga built this slammed roadster for Danny Zank years ago and it's revered to be one of the best sitting and most well proportioned full fendered Model A roadsters ever.



Jim Travis has done it all with his roadster from the dry lakes, to Bonneville, to street rodding and drag racing.



This photo is important for many reasons. This is the first time that the Ala Kart and the Emperor have been parked side by side since 1960. Barris built the Ala Kart for Richard Peters, and it won the AMBR in 1958 & 1959 while Barris also built the Emperor for Chuck Krikorian. Peters and Krikorian were related, and the Ala Kart was withdrawn from AMBR in 1960 giving the win to the Emperor.



All the AMBR winning Model A's were put together as a centrepiece to the most historic display which was appreciated by all who came into Building 9.



The two Model As of Jim "Jake" Jacobs of Pete & Jakes fame. Ken Kennedy drove the pickup out from Illinois while Jake still owns his panel which he drove to the first ever Street Rod Nationals in 1970. Both cars were displayed with bugs on the radiator and Jake had a great time hanging out.



Rich Guasco won the AMBR in 1961 with this roadster which he still owns to this day.



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cont'd from page 62

Adamson's 1940 Ford pickup. I took these two photos of a similar blue one outside the Hot Rod Nats in Motueka.

Does anyone know it's history?

Regards, Tye Hepburn, Nelson.

Guest EDITORIAL

cont'd from page 4

survey questions and help develop a meaningful industry profile.

SIVMAS has almost completed high-level planning for its first annual conference. We're targeting early-mid 2020. The date is deliberate given it is a general election year and this election, in our view, will set the (climate/ low emissions) scene in NZ; full stop.

Most SIV business owners will be familiar with the SEMA organisation in the USA. While we don't think copying that model exactly is appropriate right now, we will be using the construct as a start point for the first conference. Then we can develop SIVMAS in partnership with members and make it pertinent for us. **AFK**

Visit; www.sivmas.co.nz

- * See the full SIVANZ letter in NZV8 here; www.sivanz.co.nz;
- ** SIVANZ has already obtained accident statistics from NZTA from the last 20-year period. We are reviewing them to determine what the accident make up is by vehicle year.
- *** 64,000 EV target on the road by 2021 was set by the previous National government. There are currently 12,000 EVs on NZ roads.

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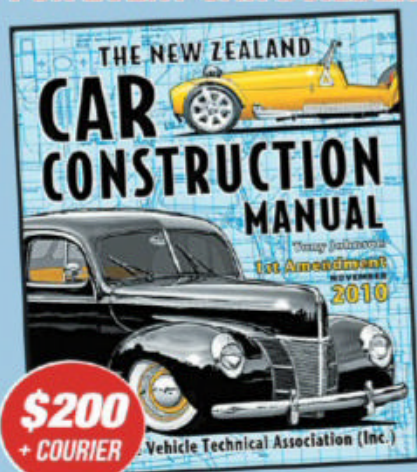
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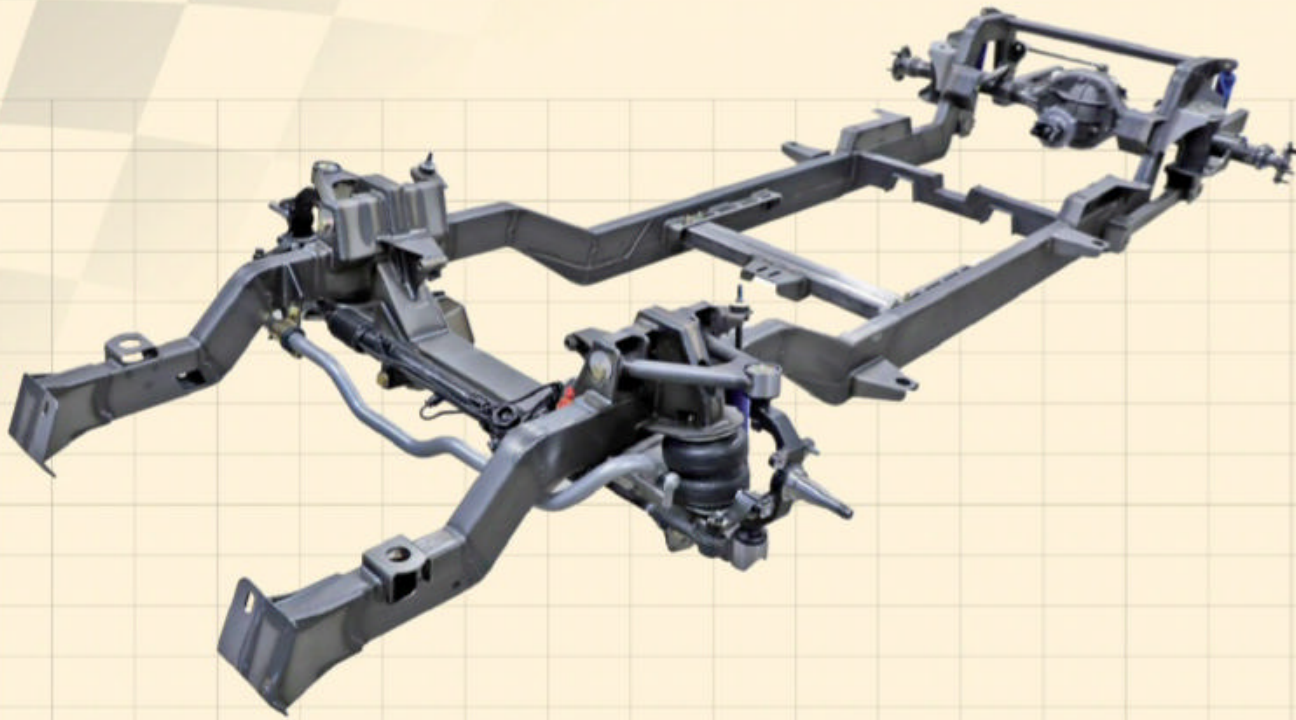
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If you're considering a modification to your existing car or perhaps the next project contact Greg at GMS Hot Rods on 021 955 459 or email gregstokes1932@gmail.com or find GMS Hot Rods on Facebook.

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Upcoming EVENTS

APRIL

- > **6 Nostalgia Drags** at Meremere Dragway. Info at www.bayrodders.co.nz
- > **6 Ian Hooper Memorial Run**, River City parkup.
- > **7 Ian Hooper Memorial Run**, City College grounds.
- > **7 Wild West Breakfast** on Lincoln Rd, Henderson.
- > **7 Club Champs** bought to you by NZ Hot Rod Mag & Classic Cover Insurance Nostalgia Drags at Meremere Dragway. Info at www.bayrodders.co.nz
- > **7 Long Beach Hi Performance Swapmeet**, California. Call 001 714 557 5979.
- > **7 Drag Racing** at Ruapuna. All racers and fans welcome. Details at www.pbdr.co.nz.
- > **7 Rodder's Breakfast** at Larfin' Tiger hosted by Hustlers R&C at Larfin' Tiger Café, Seaview from 9 'til 11am.
- > **7 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9am.
- > **13 Night Speed Drag Wars Meeting 8** at Meremere Dragway. Info at www.meremeredragway.co.nz
- > **13 Waiau Pa Hop** at Clarks Beach Reserve.
- > **14 Fun Day** at Meremere Dragway. Info at www.meremeredragway.co.nz
- > **14 Hot Rod breakfast** hosted by Oogah Rodders at the Swanson RSA.
- > **18-22 (Easter) Classic Car Cover Street Rod Nationals** hosted by Christchurch clubs at Riccarton Racecourse, Christchurch, Early regos late arvo on Thursday 18th at Rodbenders. Discount motel accommodation available across the road from the event, details to follow Event concludes on the Monday. Entries out in August. Contact number Craig 03 3478-388
- > **21 Mid West Rodders Breakfast** at Columbus Café, Mitre 10 Mega, Northwest Shopping Centre. For information, contact Alan Walker (027)496 7072.
- > **21 Kruise the Park** - Pukekohe
- > **22-25 Hot on the heels of the Nats is Protecta Insurance pre 49 Nationals** which start on the Monday afternoon based in Twizel and will run until Thursday morning. As Monday and (Wednesday day) are both holidays, time off work is kept to a minimum. Contact Brian 0211061661, evenings.
- > **26-28 Kiwitown Cruisers Annual Weekend Rod Run** at 916 Otewa Road, Otorohanga
- > **27 Rev Up Whangarei**. The countdown is on to Repco Rev Up 2019 with vehicles, bikes & trikes on display in the Whangarei CBD. Big V8 engines cough into life, rumble and roar while turbo chargers whine and superchargers whistle. This is an outdoor hot rod and custom car show with cars up close. Also featuring rock and roll bands. This is a real good old

fashion street party not to be missed with cars you don't see everyday. Perhaps it's car heaven? Enter the Automotive theme dress up parade or have the kids "Pimp out" their bicycles for the best bike comp! So come along and enjoy the day and don't forget to make a gold coin donation which will go directly to our chosen charity – Whangarei Youth Space! Registration and info at www.revupwhangarei.co.nz.

> **28 Swapmeet & Car Display** in Whangarei at Heritage Park Grounds, SH 14, Whangarei.

> **28 Swapmeet at Classics Museum** in Hamilton.

> **28 Night Speed Drag Wars Fun Day** at Meremere Dragway. Info at www.meremeredragway.co.nz

> **28 Caffeine & Classics** is held on the last Sunday of every month at Smales Farm business park, Takapuna. This event is open to all types of classic vehicles: motorcycles, hot rods, muscle cars, vintage and classic cars are all welcome to come along for a coffee and to have a look at the wide variety of vehicles present. Details at www.protectainsurance.co.nz/news-and-events or on Facebook: www.facebook.com/CaffeineAndClassics

MAY

> **4 Pukekohe Swapmeet.**

> **4-5 Marineland Run and Swapmeet.**

> **5 Auckland's All Ford Day "Celebrating 50 Years of the Capri"** at Smales Farm Takapuna
This year the big blue day will celebrate Ford's wondrous sports classic the Capri which has a truly remarkable history - so come along and bathe in the glory. Gates open from the Taharoto Road entry to show cars at 8.30 am and to the public from 10 am to 1pm. Display car entry after 10am will be limited so get there early as this show draws attendances in excess of 500 vehicles. Entry for show cars and driver is free, passengers and public: \$10 entry, under 13's are free. As a slight alteration to the proceedings prize draws will happen throughout the day and prize giving will be held at 1pm. They are pleased to announce the Trillian Trek – part of the well-known Trillian Trust as the primary beneficiary and North Shore Hospice as their secondary charity. With Trade Displays, competitions, children's events, food, fun & Fords the day is sure to offer something for everyone. There will be a bunch of attractions and exclusive bonuses for entrants along with many fine Fords to view. Check out the web site for updates on what is happening look for Auckland All Ford Day on Facebook. "Look 'n Ford to it". Auckland All Ford Day on Facebook

> **5 Wild West Breakfast** on Lincoln Rd, Henderson.

> **5 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9am.

> **5 Rodder's Breakfast** at Larfin' Tiger hosted by Hustlers R&C at Larfin' Tiger Café, Seaview from 9 'til 11am.

> **5 Poker Run** hosted by Auckland Hot Rod Club. Meet at Bellagio's, Wiri.

> **12 Long Beach Hi-Performance Swapmeet**, California. Call 001 714 557 5979.

> **12 Hot Rod breakfast** hosted by Oogah Rodders at the Swanson RSA.

> **12 Waiuku Steels & Wheels.**

> **18 Nitro Revival 3** at Irwindale Dragstrip, California. Info at www.nitrorevival.com

> **19 Mid West Rodders Breakfast** at Columbus Café, Mitre 10 Mega, Northwest Shopping Centre. For information, contact Alan Walker (027)496 7072.

> **19 Swapmeet** hosted by Capital Rodders at Trentham Racecourse from 8am.

> **19 Swapmeet** hosted by PHRC at Meremere dragway.

> **26 Caffeine & Classics** is held on the last Sunday of every month at Smales Farm business park, Takapuna. This event is open to all types of classic vehicles: motorcycles, hot rods, muscle cars, vintage and classic cars are all welcome to come along for a coffee and to have a look at the wide variety of vehicles present. Details at www.protectainsurance.co.nz/news-and-events or on Facebook: www.facebook.com/CaffeineAndClassics

JUNE

> **2 Wild West Breakfast** on Lincoln Rd, Henderson.

> **2 Rodder's Breakfast** at Larfin' Tiger hosted by Hustlers R&C at Larfin' Tiger Café, Seaview from 9 'til 11am.

> **2 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9am.

> **5-9 Coolie Rocks on**, Australia.

> **9 Hot Rod breakfast** hosted by Oogah Rodders at the Swanson RSA.

> **9 Long Beach Hi-Performance Swapmeet**, California. Call 001 714 557 5979.

> **15-16 LA Roadster Show.** Dates now confirmed. Info at www.laroadsters.com

> **16 Mid West Rodders Breakfast** at Columbus Café, Mitre 10 Mega, Northwest Shopping Centre. For information, contact Alan Walker (027)496 7072.

> **19-23 Back to the Fifties**, St Paul, MN. www.msraacktothe50s.com

> **30 Zone 7 Memorial Run** hosted by Capital Rodders.

> **30 Caffeine & Classics** is held on the last Sunday of every month at Smales Farm business park, Takapuna. This event is open to all types of classic vehicles: motorcycles, hot rods, muscle cars, vintage and classic cars are all welcome to come along for a coffee and to have a look at the wide variety of vehicles present. Details at www.protectainsurance.co.nz/news-and-events or on Facebook: www.facebook.com/CaffeineAndClassics

JULY

> **4 Independence Day run.** Leaving Beaumont Street at 7.30pm cruising around the waterfront to St Heliers for a park-up. Hot coffee avail. (money raised goes to local charities) Fireworks at about 8.30pm then clean up and head home.

> **7 Wild West Breakfast** on Lincoln Rd, Henderson.

> **7 Rodder's Breakfast** at Larfin'



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Tiger hosted by Hustlers R&C at Larfin' Tiger Café, Seaview from 9 'til 11am.

> **7 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9am.

> **14 Rotorua Swapmeet**

> **14 Long Beach Hi-Performance Swapmeet**, California. Call 001 714 557 5979.

> **14 Hot Rod breakfast** hosted by Oogah Rodders at the Swanson RSA.

> **14 Poker Run** hosted by Wellington Chev Club at Clubrooms in Upper Hutt.

> **18-21 North West Deuce Days**, Canada. www.northwestdeuceday.com

> **20-21 CRC Speedshow**, Auckland. Info at www.speedshow.co.nz.

> **21 Mid West Rodders Breakfast** at Columbus Café, Mitre 10 Mega, Northwest Shopping Centre. For information, contact Alan Walker (027)496 7072.

> **28 Caffeine & Classics** is held on the last Sunday of every month at Smales Farm business park, Takapuna. This event is open to all types of classic vehicles: motorcycles, hot rods, muscle cars, vintage and classic cars are all welcome to come along for a coffee and to have a look at the wide variety of vehicles present. Details at www.protectainsurance.co.nz/news-and-events or on Facebook: www.facebook.com/CaffeineAndClassics

AUGUST

> **3 Palmerston North Swapmeet.**

> **4 Rodder's Breakfast** at Larfin' Tiger hosted by Hustlers R&C at Larfin' Tiger Café, Seaview from 9 'til 11am.

> **4 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9am.

> **4 Wild West Breakfast** on Lincoln Rd, Henderson.

> **4 Long Beach Hi-Performance Swapmeet**, California. Call 001 714 557 5979.

> **11 Hot Rod breakfast** hosted by Oogah Rodders at the Swanson RSA.

> **18 Mid West Rodders Breakfast** at Columbus Café, Mitre 10 Mega, Northwest Shopping Centre. For information, contact Alan Walker (027)496 7072.

> **18 Zone 2 Memorial Run.**

> **25 Western Bays Show 'n Shine** at the Kennel Club, Porirua.

> **25 Caffeine & Classics** is held on the last Sunday of every month at Smales Farm business park, Takapuna. This event is open to all types of classic vehicles: motorcycles, hot rods, muscle cars, vintage and classic cars are all welcome to come along for a coffee and to have a look at the wide variety of vehicles present. Details at www.protectainsurance.co.nz/news-and-events or on Facebook: www.facebook.com/CaffeineAndClassics

SEPTEMBER

> **1 Rodder's Breakfast** at Larfin' Tiger hosted by Hustlers R&C at Larfin' Tiger Café, Seaview from 9 'til 11am.

> **1 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade,

Aramoho, Wanganui from 9am.

> **1 Wild West Breakfast** on Lincoln Rd, Henderson.

> **1 Father's Day Event** hosted by Ram Rodders.

> **1 Father's Day Drags** hosted by American Muscle Car Club at Meremere dragway.

> **1 "Rocknwheelsmeet"** on Father's Day from 9am 'til 4pm at the Amberley Domain.

If its wheels and you love it - bring it along! For more information email Rocknwheelsmeet@yahoo.com. An Amberley Lions Club fundraiser.

> **8 Guide Dog Fun Cruise** hosted by Capital Rodders.

> **8 Long Beach Hi-Performance Swapmeet**, California. Call 001 714 557 5979.

> **8 Hot Rod breakfast** hosted by Oogah Rodders at the Swanson RSA.

> **15 Mid West Rodders Breakfast** at Columbus Café, Mitre 10 Mega, Northwest Shopping Centre. For information, contact Alan Walker (027)496 7072.

> **19-22 Kaikoura Hop.**

> **29 Chrome & Custom Show** hosted by Tararua Rodders at the Levin Event Centre.

> **29 Caffeine & Classics** is held on the last Sunday of every month at Smales Farm business park, Takapuna. This event is open to all types of classic vehicles: motorcycles, hot rods, muscle cars, vintage and classic cars are all welcome to come along for a coffee and to have a look at the wide variety of vehicles present. Details at www.protectainsurance.co.nz/news-and-events or on Facebook: www.facebook.com/CaffeineAndClassics

OCTOBER

> **6 Long Beach Hi-Performance Swapmeet**, California. Call 001 714 557 5979.

> **6 Wild West Breakfast** on Lincoln Rd, Henderson.

> **6 Rodder's Breakfast** at Larfin' Tiger hosted by Hustlers R&C at Larfin' Tiger Café, Seaview from 9 'til 11am.

> **6 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9am.

> **12 Pool Night** Hosted by Wellington Chev Club at the clubrooms.

> **12-13 Indoor Car Show** hosted by Southside Streeters Inc at the Howick Leisure Centre, Pakuranga Highway.

> **13 Hot Rod breakfast** hosted by Oogah Rodders at the Swanson RSA.

> **13 Woman's V8 Car Cruise to Shannon.**

> **20 Mid West Rodders Breakfast** at Columbus Café, Mitre 10 Mega, Northwest Shopping Centre. For information, contact Alan Walker (027)496 7072.

> **25-28 Stateside Streeters 40th Anniversary** in Dunedin.

> **26 Takapuna Rocks.** A day of family fun and entertainment featuring hot rods, classic cars, rock 'n roll, pinups, a vintage market and music by Boom Boom Deluxe. Check them out on Facebook.

> **27 Caffeine & Classics** is held on the last Sunday of every month at Smales Farm business park, Takapuna. This event is open to all types of classic vehicles: motorcycles, hot rods, muscle cars, vintage and classic cars are all welcome to

come along for a coffee and to have a look at the wide variety of vehicles present. Details at www.protectainsurance.co.nz/news-and-events or on Facebook: www.facebook.com/CaffeineAndClassics

NOVEMBER

> **3 Wild West Breakfast** on Lincoln Rd, Henderson.

> **3 Rodder's Breakfast** at Larfin' Tiger hosted by Hustlers R&C at Larfin' Tiger Café, Seaview from 9 'til 11am.

> **3 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9am.

> **5-8 SEMA Show**, Las Vegas, Nevada.

> **10 Hot Rod breakfast** hosted by Oogah Rodders at the Swanson RSA.

> **10 Long Beach Hi-Performance Swapmeet**, California. Call 001 714 557 5979.

> **17 Mid West Rodders Breakfast** at Columbus Café, Mitre 10 Mega, Northwest Shopping Centre. For information, contact Alan Walker (027)496 7072.

> **24 Port Road Drags** hosted by Cam County at Port Rd, Seaview, lower Hutt.

> **24 Caffeine & Classics** is held on the last Sunday of every month at Smales Farm business park, Takapuna. This event is open to all types of classic vehicles: motorcycles, hot rods, muscle cars, vintage and classic cars are all welcome to come along for a coffee and to have a look at the wide variety of vehicles present. Details at www.protectainsurance.co.nz/news-and-events or on Facebook: www.facebook.com/CaffeineAndClassics.

> **30 Whakatane R&CC 50th Anniversary.** Details to follow.

DECEMBER

> **1 Rodder's Breakfast** at Larfin' Tiger hosted by Hustlers R&C at Larfin' Tiger Café, Seaview from 9 'til 11am.

> **1 Gas Guzzlers Breakfast** at Caroline's Boatshed Bar & Eatery 181 Somme Parade, Aramoho, Wanganui from 9am.

> **1 Wild West Breakfast** on Lincoln Rd, Henderson.

> **1 Long Beach Hi-Performance Swapmeet**, California. Call 001 714 557 5979.

> **2 Toy Run** hosted by NSR&CC at St Heliers Bay, Auckland.

> **8 Hot Rod breakfast** hosted by Oogah Rodders at the Swanson RSA.

> **15 Mid West Rodders Breakfast** at Columbus Café, Mitre 10 Mega, Northwest Shopping Centre. For information, contact Alan Walker (027)496 7072.

> **19 Rodder's Breakfast** at Larfin' Tiger hosted by Hustlers R&C at Larfin' Tiger Café, Seaview from 9 'til 11am.

> **29 Caffeine & Classics** is held on the last Sunday of every month at Smales Farm business park, Takapuna. This event is open to all types of classic vehicles: motorcycles, hot rods, muscle cars, vintage and classic cars are all welcome to come along for a coffee and to have a look at the wide variety of vehicles present. Details at www.protectainsurance.co.nz/news-and-events or on Facebook: www.facebook.com/CaffeineAndClassics.

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Toolbox TALES

Daz and Geoff

From John Eva

AT the October '18 test 'n tune at Ruapuna, two Garage regulars, Darren 'Daz' Blackburn and Geoff Dell, were as usual, competing in their Chevy powered Capri and '23 T-bucket, both fairly rapid cars. These two guys are always good value at The Garage. (Geoff: "I'm thinking of selling the bucket". Daz: "Dam! Who's gonna follow me down the dragstrip"? On this day, they ran a best of 3. First, run they paired, Daz' Capri ran a 12.407@114mph against Geoff's T (with passenger Mudgy from The Garage) which managed 12.803@105mph. The second run went to Geoff's T with a personal best of 12.2@108mph over Daz's 12.5@110mph.

A third race between the two was coming later, but before then Daz, who was optimistically wearing sunglasses even though the sun had resigned itself to having a stuff-all chance of making a special guest appearance, aimed a crash helmet at my head and said: "Jump in!" Well, you don't have

to tell me twice, so I jumped into the Capri, instantly flattening Daz's ham and cheese sandwich which was on the passenger seat. Onto the track, Daz frying the tyres in an impressive burnout with just a smidgen of axle tramp. Hell, do we still call it that? Neither of us can recall who was in the other lane, but the Capri took the race in 12.811@110.99 mph. On this day Daz was using his 3.0:1 rear 'cruisin' gears. He has run a personal best of 11.4@120mph with 4.11s.

While many still see a 12.8 et fairly modest, it was plenty to get my slow-moving adrenaline going. Back in the pits, I left Daz with his butt-imprinted Molenburg. Then Geoff Dell told me to put the helmet back on and jump in the bucket. I thought, why not! As age creeps up, we find we can't even paint the town beige. And now, a double dose of adrenaline! I hadn't been this excited since.....err, well, I can't remember, but it involved whipped cream and a feather.

Just to squeeze between the roll cage, I had to swallow a couple of muscle relaxants, and the experience of everything in close proximity (I have been in buckets before, but it's been a while) The burnout was phenomenal, and Geoff has become something of an expert at this sort of thing. Daz too, for that matter, who also puts the Capri on

the burnout pad at Muscle Car Madness. And then Daz lined up beside us or their final best-of-3 runs. One apiece so far. The tree turned green, one of us yelping like something with a tail caught in a trap. It wasn't Geoff. Blimey. At the 60 foot mark, I could feel my favourite denim jacket disintegrating.

It was quite a buzz, and Daz just edged past us near the finish, the Capri taking it in 12.7@110mph over Geoff's 12.834@104mph. Pretty staunch reaction times too. Plus I have to admit to being slightly surprised, on crossing the finish line, how fast the end of the braking area come up. And that's after a 12.8 pass. How Garth Hogan ran a six many years ago is quite staggering, and a lesser man that Garth might have even had a bowel evacuating moment.

For a slow-poke like me, a couple of 12.8s is plenty quick enough. How 'bout Daz and Geoff? By the following meeting Daz had changed his rear end gears and running 11s, and now Geoff is talking about a blower

The Garage banter goes on.....

Daz: "Still trying to get your times down?"

Geoff: "Yeah. I recently lost a few kgs. I'm now 100kg".

Daz: "Really? That's one-tenth of a ton".

Geoff "Gee.....thanks".



Mates competing. Geoff dell's T-bucket and Daz Blackburn's Capri



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